Listed 3/2/00

NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

FINAL COPY

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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

1. Name of Property

historic name ASH FORK MAINTENANCE CAMP #1
other names/site number Arizona Department of Transportation - Ash Fork Camp

2. Location

street & number Old Route 66 - west end not for publication ___
city or town Ash Fork vicinity ___
state Arizona code AZ county Yavapai code 025
zip code 86320

3. State/Federal Agency Certification

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

James W. Garrison AZSHPO 11 JANUARY 2000
Signature of certifying official Date
ARIZONA STATE PARKS
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

____ entered in the National Register _____ _____
___ See continuation sheet.
____ determined eligible for the National Register _____ _____
___ See continuation sheet.
____ determined not eligible for the National Register _____ _____
____ removed from the National Register _____ _____
____ other (explain): _____

_____ _____ _____
Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)
___ private
___ public-local
_X_ public-State
___ public-Federal

Category of Property (Check only one box)
_X_ building(s)
___ district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
2	5	buildings
		sites
	5	structures
		objects
2	10	Total

Number of contributing resources previously listed in the National Register 0
Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
_____

6. Function or Use

Historic Functions (Enter categories from instructions)
Cat: Transportation Sub: Road-related (vehicle) Highway Route 66
_____ _____

Current Functions (Enter categories from instructions)
Cat: **Work in progress** Sub: **Upon completion of work, Tourist Center and Transportation Museum.**

7. Description **Attached**

Architectural Classification (Enter categories from instructions)
Other: no style

Materials (Enter categories from instructions)
foundation **concrete**
roof **sheathed with corrugated sheet metal**
walls **Moenkopi sandstone (first floor)**
corrugated metal (second floor)
other

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

8. Statement of Significance

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

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

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

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object, or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance 1922-1948

Significant Dates 1922, 1926-27

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation N/A

Architect/Builder "Unknown"

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

9. Major Bibliographical References

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

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _____

10. Geographical Data

Acreage of Property **less than two (2)**

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

Zone: 12

	Zone	Easting	Northing		Zone	Easting	Northing
1		364300		3		3898560	
2				4			

___ See continuation sheet.

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

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

11. Form Prepared By

name/title **Fayrene Hume, President**

organization **Ash Fork Development Association, Inc.** date _____

street & number **PO Box 293** telephone **(520) 637-2413/2442**

city or town **Ash Fork** state **AZ** zip code **86320**

Additional Documentation

Submit the following items with the completed form:
Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.
Photographs
Representative black and white photographs of the property.

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

Property Owner

(Complete this item at the request of the SHPO or FPO.)
name **Arizona Department of Transportation**

street & number 206 South Seventeenth St. telephone **(602) 255-6819**

city or town **Phoenix** state **AZ** zip code **86320**

ATTACHMENT 1

SECTION 7

Summary: Ash Fork Maintenance Camp #1 is a 1.98 acre facility located on old Route 66 at the west end of Ash Fork, Arizona. the property is dominated by a warehouse/shop, with six additional small support buildings and five structures on the property. The triangular parcel is level and at grade with the surrounding neighborhood, which contains mostly commercial and industrial properties. The property is fenced and has north and south gates. Two of the buildings are considered eligible for the National Register. The remaining buildings are either too recent in age or lack integrity to qualify.

Description: The building descriptions are taken with permission from a report written by Pat H. Stein (1997). Numbers relate to the sketch map. Gaps in the number sequence indicate that no trace remains of a former building or structure.

"**Building 6-1-1** dominates the property (Figure 5). It is the circa 1926-1927 warehouse/shop pictured. It is a two-story, barn-like building with a steel frame skeleton. The foundation is concrete, the first story is surfaced in sandstone, and the second story and roof are sheathed with corrugated sheet metal. Windows are steel casement. Approximately the western third of the interior is partitioned into a series of offices and storage rooms. The eastern two-thirds contains one large, unpartitioned shop, accessed by sliding doors on the eastern elevation of the building. A metal-sided shed is attached to the rear (east side) of the building. The use of red Moenkopi sandstone on the first story is both notable and unusual. Sandstone quarrying has for decades been the leading industry of Ash Fork, however, the local rock is Coconino sandstone, which ranges in color from off-white to pink, and is tabular, rather than dimensional, in quality. The 1934 *Highways* photograph (Figure 3), indicates that Building 6-1-1 retains a high degree of historic integrity.

Building 6-1-2 is a one- story equipment shed of woodframe construction with corrugated sheet metal siding and roofing and a foundation of concrete piers (Figure 6). The shed has no windows. Access is provided by four sliding sheet-metal-sided doors on the south side. Although its exact date of construction is unknown, ADOT site inventory records suggest that the shed is now approximately 50 years old (ADOT 1982). A large hole cut into the main elevation (south side) of the building has impacted its integrity.

Building 6-1-3 is the remains of a metal-sided woodframe shed. All that remains of the shed today is a foundation (Figure 7). The approximated date of construction is unknown. According to ADOT appraisal and inventory records, this shed was demolished between 1971-1982.

Building 6-1-4 is a small oil storage shed directly north of Building 6-1-1 (Figure 8). The shed rests on wooden piers, is of woodframe construction, and is sided and roofed with sheet metal. It has one metal sash window and one pine board door. ADOT appraisal records suggest that the building is now approximately 45 years old.

Building 6-1-5 a tine "gas shack" to the west of Building 6-1-1, has a concrete foundation, woodframe construction, clapboard siding, one wooden door, and roofing of galvanized sheet metal with standing seams (Figure 9). The porch on the south side of the shack formerly sheltered a gasoline pump. ADOT inventory records indicate that the gas shack was constructed in the late 1960s.

Building 6-1-8 us a 14 x 12 ft. sign shed south of Building 6-1-1 (Figure 10). This front-gabled woodframe building has clapboard siding, rolled roofing, a wooden sash window, a four-paneled door, and rests on a mudsill foundation. A 1982 ADOT appraisal record suggests that this is the oldest building on the property, predating even Building 6-1-1. This raises the possibility that Building 6-1-8 was one of the original sheds built at the camp circa 1922-1924. The building appears to retain good historic integrity.

Building 6-1-11 is a sign storage rack lying directly west of Building 6-1-8 (Figure 11). Of woodframe construction with a shed roof, the building was never sided, enabling highway signs to be slipped in and out with ease. The 1982 ADOT appraisal report indicates that the sign storage rack was built in the mid 1960's." 1

Structures 6-1-A and **6-1-B** (see Figures 12 and 13, respectively) are the poured concrete supports for above ground oil tanks that were removed sometime after 1982. The agency's appraisal report indicates a circa-1959 date of construction for both structures.

Structure 6-1-C was originally a gasoline pump that was located under the porch of Building 6-1-5 (see Figure 9). The building and structure were installed on the Ash Fork Camp in the late 1960s. The gas tank was removed after 1982. Today, a small concrete platform marks the spot where the gas pump once stood.

Structure 6-1-D (also sometimes called Building 6-1-6 in ADOT records) is a loading ramp made of poured concrete (see Figure 14). It was constructed circa 1960, according to ADOT records.

Structure 6-1-E consists of two pairs of poured concrete "saddles" that formerly supported above ground tanks (see Figure 15). This structure was installed in the early 1970s, according to ADOT records.

Integrity: "Ash Fork Maintenance Camp No 6-1 today consists of seven buildings and five structures. Only three of the resources – Buildings 6-1-1, 6-1-2, and 6-1-8 – have reached sufficient age to be considered potentially eligible for the National Register. Three of the remaining four buildings and all five structures may be eliminated from further National Register consideration on the basis of their age alone. The fourth building (6-1-3) is of unknown age, but may be considered ineligible because it lacks integrity (all that remains of it is a foundation).

Of the three potentially eligible buildings, one of them – Building 6-1-2 has experienced damage to its historic fabric. Given this situation, and the fact that there are two other buildings at the camp that possess good integrity and better represent its history, Building 6-1-2 may be considered ineligible for the Register.

ADOT archival data suggests that Building 6-1-8 is the oldest remaining building at the Ash Fork camp, predating even Building 6-1-1. Building 6-1-8 was likely constructed shortly after the establishment of the camp in 1922. Furthermore, the building retains the appearance of a historic resource. Given the probable date of its construction, the resource is significant under Criterion A as the only remaining building of the only maintenance camp that served northern Arizona's highways, including the Old Trails Highway/Route 66, from 1922 to 1924. It is eligible for the National Register at a local level of significance.

Building 6-1-1 represents the effort of the Arizona Highway Department to improve its camps after the agency reorganized its maintenance program into five districts in 1924. On the basis of archival data, the building was likely constructed circa 1926-1927. It possesses a high degree of historic integrity. It is significant under Criterion A for its role in keeping the highways of northwestern Arizona open and passable from approximately 1926 through the duration of the historic period. It also has significance under Criterion C, representing a rare example of the use of Moenkopi sandstone in a locality best known for its Coconino sandstone. The level of significance of the building is local." [2]

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Table of buildings and structures on described property.

Definition of abbreviations: C = Contributor
N = Noncontributor

BUILDINGS		STRUCTURES	
6-1-1	C	6-1-A and 6-1-B	N
6-1-2	N	6-1-C	N
6-1-3	N	6-1-D	N
6-1-4	N	6-1-E	N
6-1-5	N		
6-1-8	C		
6-1-11	N		

ATTACHMENT 2

SECTION 8

SUMMARY

The Ash Fork Maintenance Camp #1 is a well preserved example of a rare early highway maintenance facility in the state of Arizona. It is eligible under Criterion A for its association with the development and use of the Federal highway system in Arizona. Established soon after the State of Arizona began accepting Federal highway funds, it was the only highway maintenance facility in northern Arizona for many years. It is associated with two significant historic highways, US 66 and US 89, which provided east-west and north-south links in the Federal highway system. It is also eligible under Criterion C, notably for the use of Moenkopi Sandstone in its construction. Ash Fork is known as the "Flagstone Capital of the World" because of its extensive Coconino Sandstone quarries. The use of Moenkopi Sandstone quarried near Flagstaff is therefore unusual. Furthermore, the building is an excellent example of solid utilitarian construction from the mid-1920s.

CONTEXT

The following is used with permission (Stein 1997)

> "World War I made America aware of the inadequacy of its roads as a means of transport during emergency (Cross, Shaw, and Scheifele 1960:220). To build better highways and link them into a national system, Congress passed the Federal-Aid Act in 1916 and the Federal Highway Act in 1921. Many new roads were constructed as the result of these acts, which appropriated matching funds to states.
>
> The Young State of Arizona fully availed itself of these programs, using federal aid to build many roads and bridges. Its policy for road maintenance necessarily evolved along with its program of road construction. In 1920 the State placed an engineer in charge of all maintenance work. In 1922 when the mileage under maintenance increased from 335 to 1,013 miles, the State was divided into three districts, each under the charge of a maintenance engineer (U.S. Public Roads Administration 1939:23). Of particular relevance to the present study was District No. 1, which included most of northern Arizona.

In 1922 the State established a maintenance camp for District No. 1 when it leased approximately three-quarters of an acre on the Harvey House spur in Ash Fork from Atchison, Topeka, and Santa Fe Railway (Hutchins 1926:107). A 1924 report stated that this location was selected because:

> it is a junction point of the Old Trails and the Grand Canyon-Nogales Highways, leading south, and a junction of the Santa Fe railroad leading south. It is the only railway connecting point between the north and south sections of the state (Atwood 1924:256).

By the middle of 1922, the State had erected at its Ash Fork camp a small warehouse and had staked out a blacksmith shop as well as sheds for a few cars.

The Ash Fork facility experienced rapid growth during the following two years. By the middle of 1924, its yard had been surfaced in gravel and had increased to nearly three times its original size. Two hundred and twenty-five linear feet of shed had also been built, including two rooms, each 10 x 18 ft, for quarters for the watchman and mechanics; an office, 15 x 20 ft; and a small shop, 18 x 40 ft. A district engineer, mechanic, one or two helpers, a watchman, and a part-time office clerk were employed at the yard. The camp's equipment – including a metal-turning lathe, power drill, grinder, "boring-in" machine, one-ton crane, and GMC truck – was surplus material from World War I. Keeping the geriatric equipment in working order occupied the mechanic's full attention (Atwood 1924:256).

In 1924, the State restructured its maintenance program from three to five districts and placed a district engineer in charge of each one. As part of this process, District 1 was split into two districts: District 1 was reduced to cover only the northwestern portion of Arizona, while District 5 was created to cover the northeastern portion. The Ash Fork facility remained the maintenance camp for District 1, but Holbrook became the location of the maintenance camp for District 5.

By mid 1926, the District engineer described the Ash Fork facility as inefficient and badly in need of modernization:

> The shop consists of a series of sheds open in front with practically no machinery to work with. It is in a bad state of repair, the entire roof surfacing leaking badly in case of wet weather. The men working in these shops in the condition as described are necessarily exposed to all the weather conditions,

> which at times are very severe. Frequently the temperature goes below zero, and under these conditions (they) cannot and should not be expected to work, for they are practically working out in the open (Hutchins 1926:107).

The District Engineer urged the State to upgrade the yard and to replace the miscellaneous sheds with one warehouse. He cited that such a facility had recently been constructed in District 5 at Holbrook for approximately $15,000, and concluded that "a new warehouse and yards in District No. 1 may seem to be extravagant or unnecessary, but it would be cheaper and more satisfactory than trying to patch the old sheds that go to make up the present (Ash Fork) shop" (Hutchins 1926:108).

The State heeded its engineer's advice and began to make permanent and substantial improvements to the Ash Fork yard. In early 1928, the State Highway Department (precursor of ADOT) purchased for $600 the land it had previously been leasing (Yavapai County Book of Deeds 179:360). A plat dated January 4, 1928, and filed with the deed (Figure 9) depicted a large warehouse on the parcel. This suggests that the large warehouse found on the property today was constructed sometime between the date of Hutchins' report in mid 1926 and the date of the State's purchase of the land in early 1928.

The earliest known photograph of the Ash Fork camp was published in an August 1934, issue of *Arizona Highways* (Figure 2). The article accompanying the photograph described how the Ash Fork facility, and the Highway Department's maintenance program was, by 1934, reduced to four districts, each with its own maintenance camp. Completely supplied with modern tools, the Ash Fork, Phoenix, Tucson, and Holbrook camps were each capable of dismantling and rebuilding any of the 900-plus pieces of equipment owned by the State Highway Department and used to maintain roads. Such equipment included snow plows, graders, scrapers, and a variety of trucks. Road maintenance crews also used each camp as their base of operations.

In keeping Arizona's highways open and passable, the maintenance camps played key roles in the state transportation system. Maintenance crews based at the camps performed their jobs effectively and sometimes heroically. One particularly well-documented incident involving the Ash Fork camp occurred in early January of 1930, when a winter storm dropped record levels of snow in northern Arizona. Crews from the Ash Fork camp worked round-the-clock to rescue motorists in five-foot snow drifts.

The crews were credited with saving scores of lives and were commended for their effort (*Arizona Highways 1930*).

The Ash Fork camp gained additional significance during the Great Depression, when thousands of displaced midwestern families loaded their belongings into the family jalopy and headed for California along U.S. "Route" 66 (Trimble 1982:4). The Ash Fork and Holbrook camps kept "the Mother Road" functioning during this great westward migration, despite budgets that declined as the Depression deepened. For example, the budget of the Ash Fork camp dropped from $65,600 in 1930, to $56,294 in 1931, to $50,701 in 1932, to $49,101 in 1933, to $46,651 in 1934 (Arizona State Highway Commission 1930-1934).

In modern times, the Ash Fork camp was redesignated as Maintenance Camp No. 6-1 when the highway department again reorganized its districts. The Ash Fork camp continued to be a crucial link in the State's transportation system until 1982, when ADOT replaced it with a new facility at Seligman. The camp is now used only occasionally when ADOT crews are working in the immediate vicinity of Ash Fork."[3]

A local group has acquired a lease of the facility and hopes to convert it into a museum. An area in Building 6-1-1 has been designated and is currently being used as a Tourist Information Center.

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Major Bibliographical References

Arizona Department of Transportation
1982 Facility Inventory/Inspection Report for Ashfork Maintenance Camp No. 6-1. Report on file, Arizona Department of Transportation, Phoenix.

Arizona Highway Department
1971 Appraisal for Ashfork Maintenance Camp 6-1. Report on file, Arizona Department of Transportation, Phoenix.

Arizona Highways
1930 Crews of Arizona Highway Department Perform Heroic Rescue Work in Opening Stormbound Roads in Northern Arizona. *Arizona Highways*, February, 1930: 10-11 and 21.

Arizona State Highway Commission
1930-1934 Arizona State Highway Commission Budgets for the Arizona Highway Department. Reports on file, Department of Library, Archives, and Public Records, Phoenix.

Atwood, B. M.
1924 District No. 1 Office and Shops, Ash Fork. In *Sixth Biennial Report of the State Engineer to the Governor of the State of Arizona*, 1922-1924: 256. On file, Department of Library, Archives, and Public Records, Phoenix.

Carpenter, W. L.
1934 Keeper Maintenance Crews Moving. *Arizona Highways*, August, 1934: 4-5 and 18.

Cross, Jack L., Elizabeth H. Shaw, and Kathleen Schiefele
1960 Highways. In *Arizona, Its People and Resources*: 219-228. University of Arizona Press, Tucson.

Hutchins, W.R.
1926 District No. 1. In *Seventh Biennial Report of the State Engineer to the Governor of the State of Arizona*, 106-108. On file, Department of Library, Archives, and Public Records, Phoenix.

Stein, Pat H.
1997 "A National Register Evaluation of Ash Fork Maintenance Camp No. 6-1 Yavapai County, Arizona: Disposal D-K-8, Project #N-810-602, TRACS #999 SW 000 H0889 O16." Report prepared for the Arizona Department of Transportation. On file, State Historic Preservation Office, Arizona State Parks, Phoenix.

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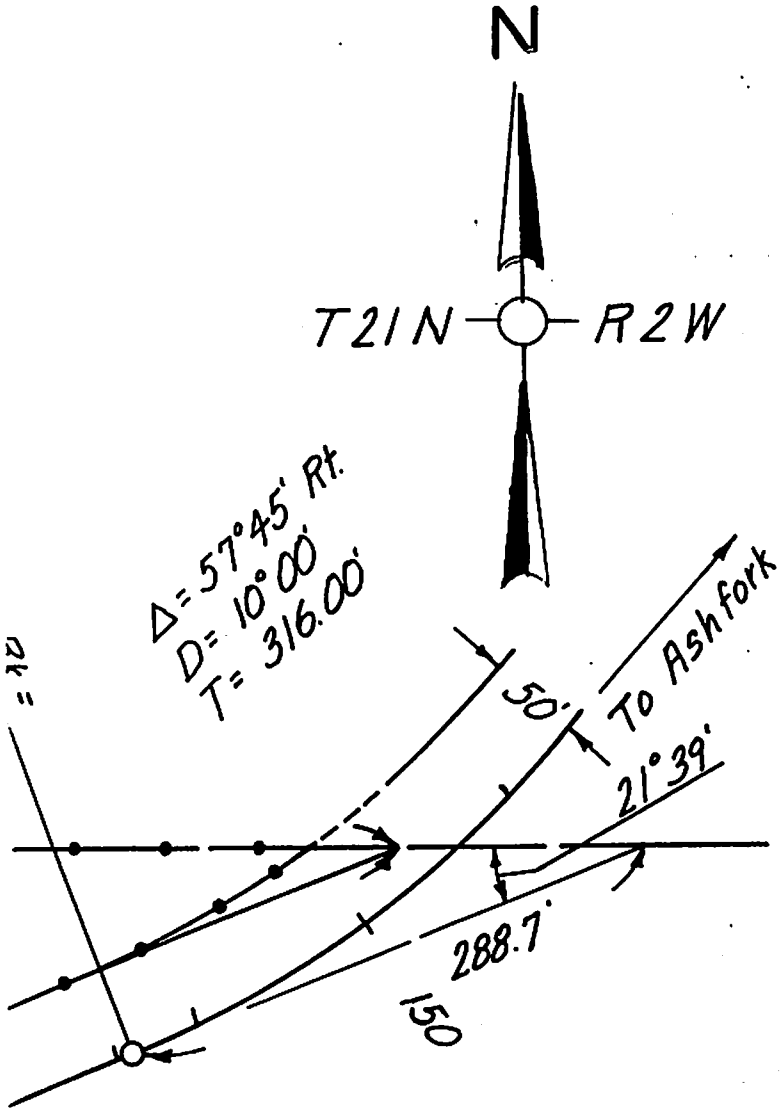
Trimble, Marshall
1982 Ash Fork Arizona 1882-1982. In *Ash Fork, Arizona 1882-1982, A Pictorial History*: 3-5. Compiled by the Centennial Committee, Ash Fork.

United States Public Roads Administration
1939 History of the Arizona State Highway Department. Report on file, Department of Library, Archives, and Public Records, Phoenix.

Yavapai County Book of Deeds
1928 Warranty Deed dated February 1, 1928, conveying property from the Chino Valley Land & Cattle Company to the Arizona Highway Department. Yavapai County Recorder's Office, Docket 179:360.



6-1-1 Shop
6-1-2 Equipm't. Shed
6-1-3 Storage Shed (Signs)
6-1-4 Gas & Oil House
6-1-5 Gas House & Pump. #612

6-1-A Asph. Storage
6-1-B Asph. Storage
6-1-C Gas Tank
6-1-D Loading Ramp
6-1-E Diesel Tank & Pump

A.H.D.
Wm.
Jan.

M.P. 165± Rt. 66

Note: PROPERTY DESCRIPTION

Parcel A ~ Begin at point on N. Boundary Line of Sec. 10 995.0' E. of NW Cor.; thence S. 246.0'; thence N 70°35'E 668.0'; thence W. along North'ly Sec. line 621.0' to point of beg.

Parcel B ~ Begin at point on N. Boundary Line of Sec. 10 995.0' E. of NW Cor.; thence S. 246.0'; thence S 70°35'W 43.07; thence N. 261.98' to point on N. line Sec. 10; 955.0' E. of NW Cor.; thence E. 40.10' to point of beg.

ASHF
MAINTENAN
ARIZONA HIGHWA
RIGHT OF W

LEGAL DESCRIPTION Part of: NE¼ NE¼ NW¼ NW¼ NW¼ NW¼ NE
Sec. 10 T.21N. R2W.

OWNER OF REAL ESTATE: A
OWNER OF IMPROVEMENTS:
LEASE DATA:

DRAWN	DATE

Figure 1

*Property description determined by ADOT.

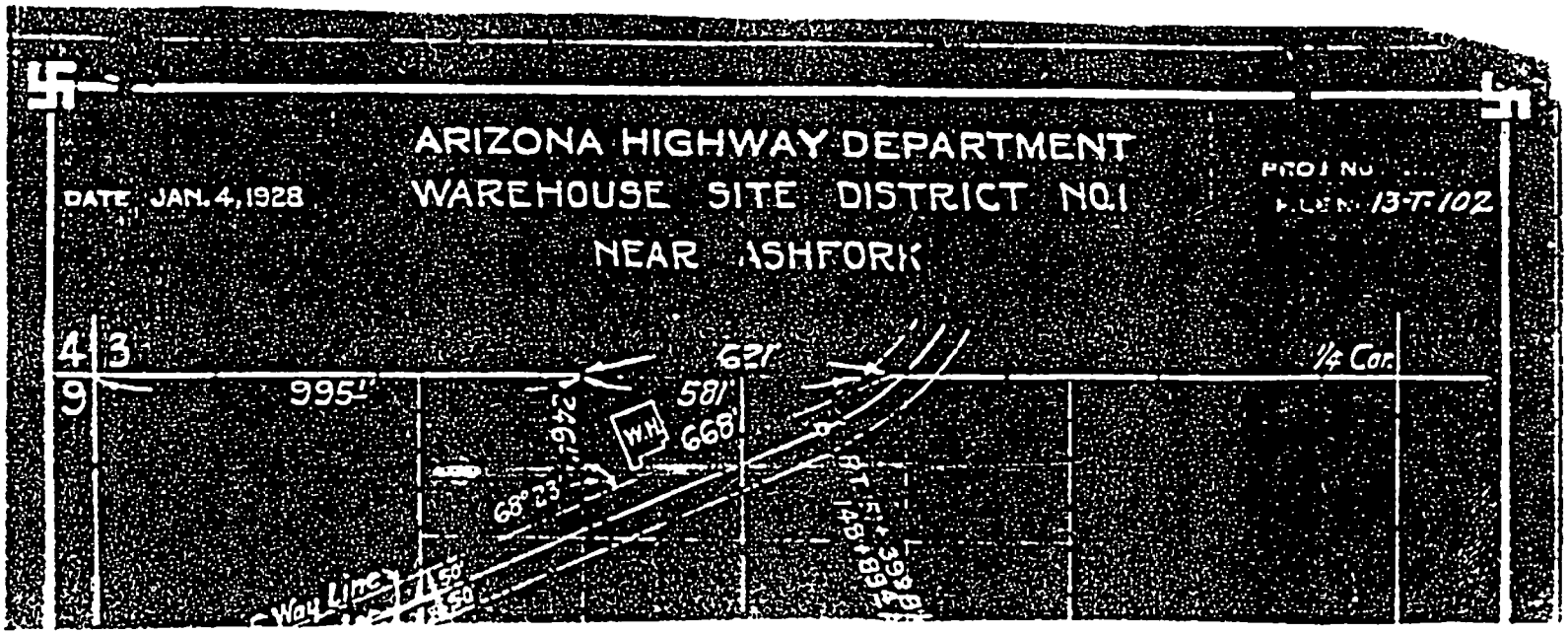


Figure 2. 1928 Map of the Ash Fork Camp

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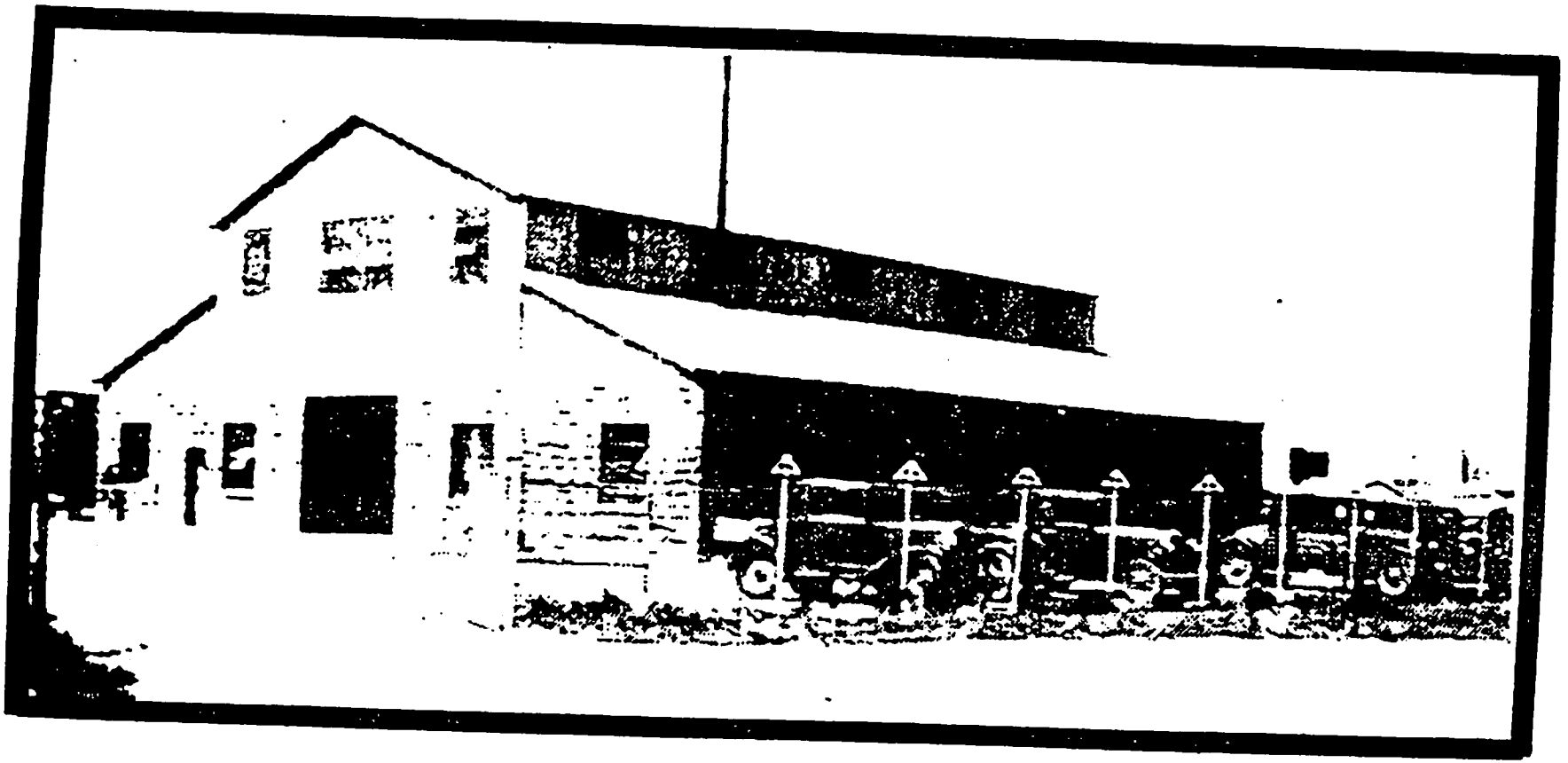

Figure 3. 1934 Photograph of the Ash Fork Camp (Credit: Arizona Highways, August, 1934).

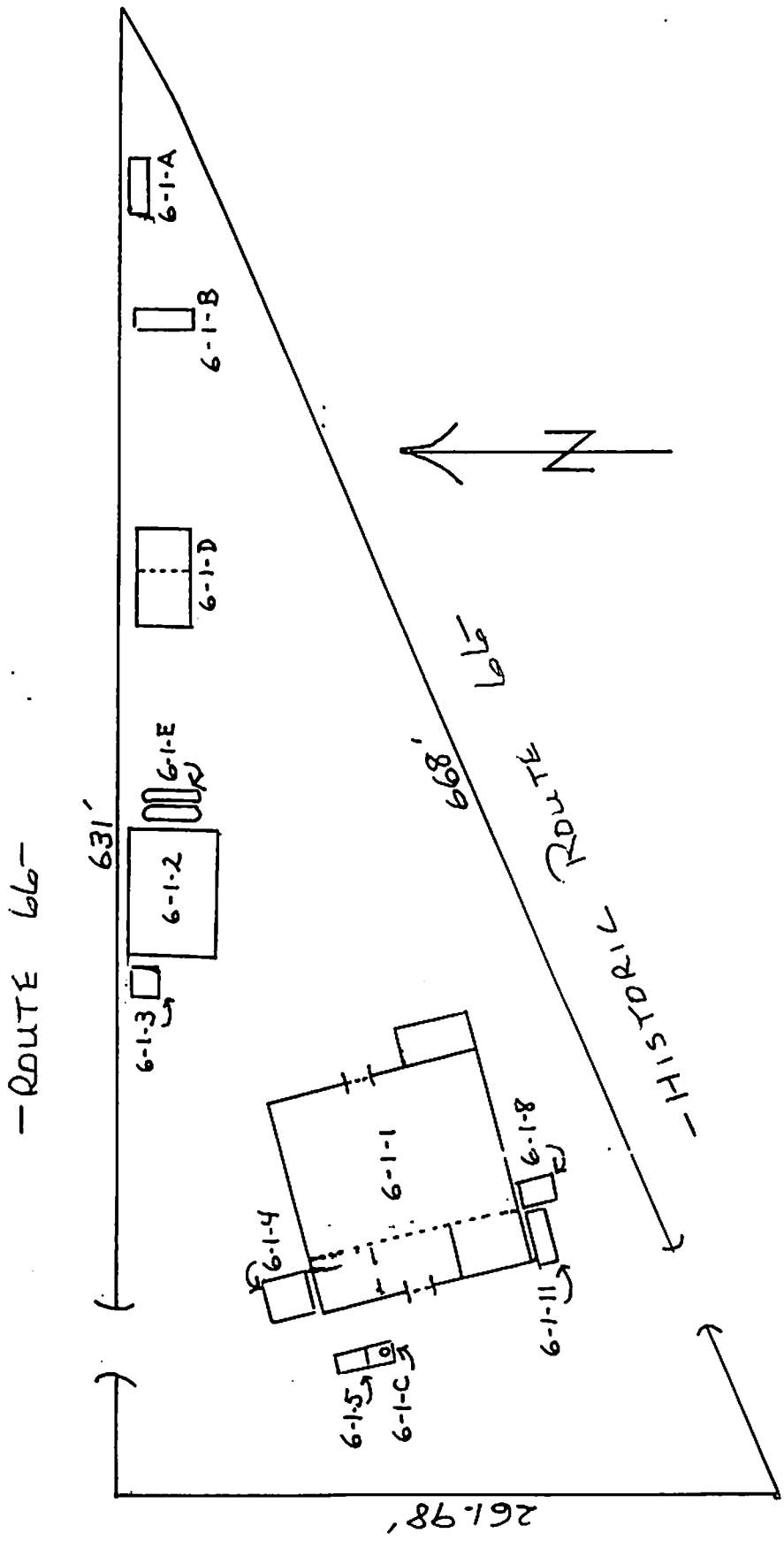

Figure 4. Plan Map of Ash Fork Maintenance Camp No. 6-1.

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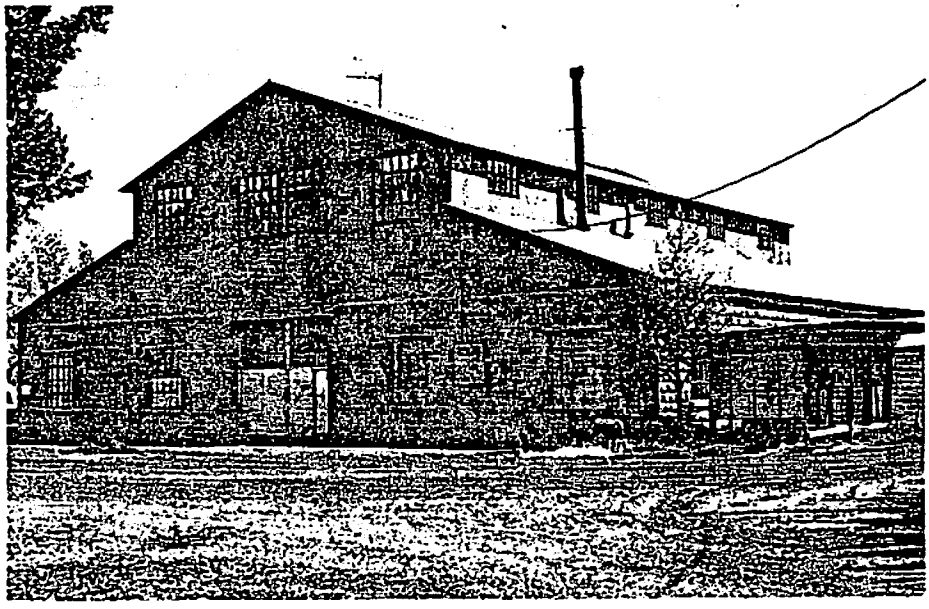

Figure 5. Building 6-1-1. View northeast.

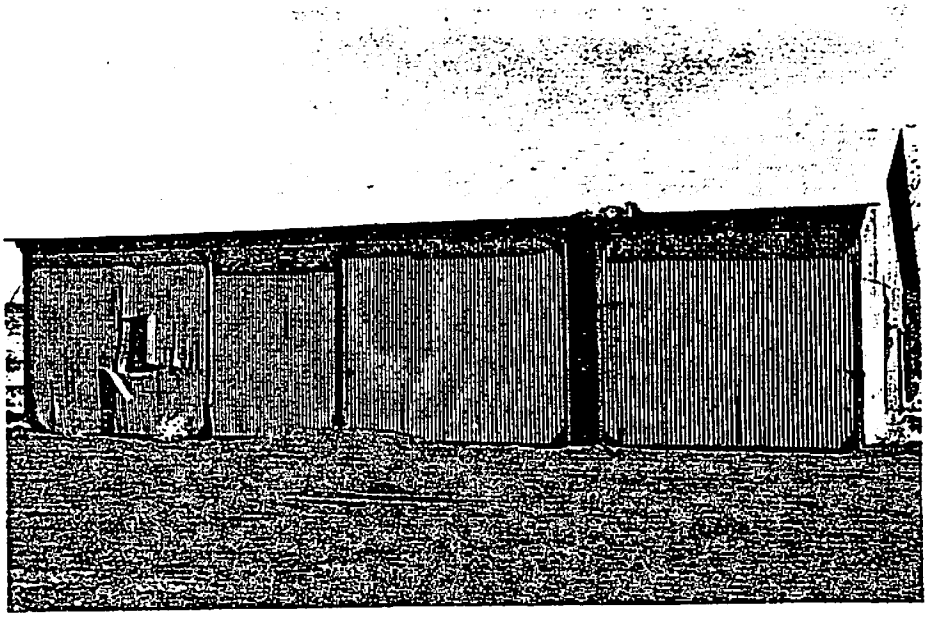

Figure 6. Building 6-1-2. View north.

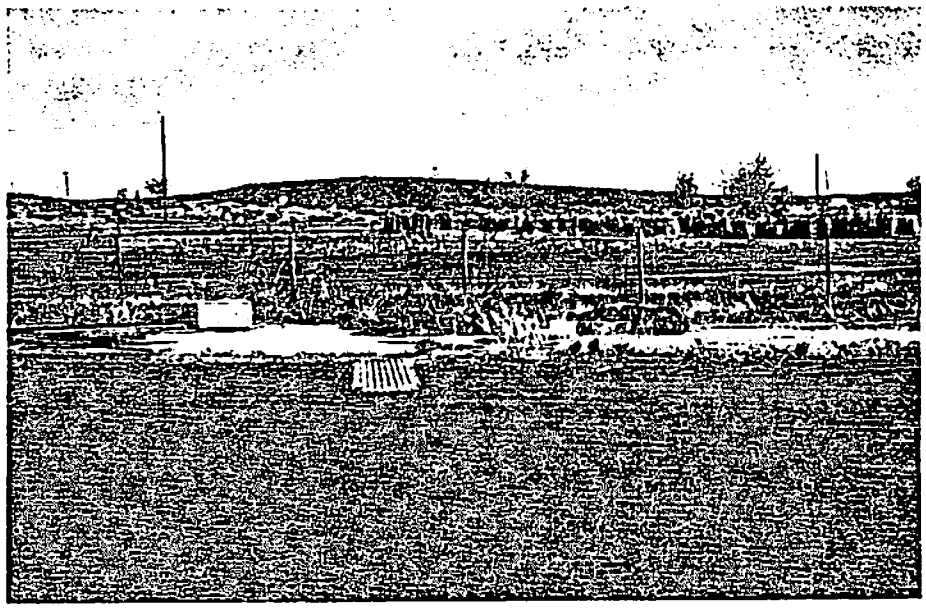

Figure 7. Remains of Building 6-1-3. View north.

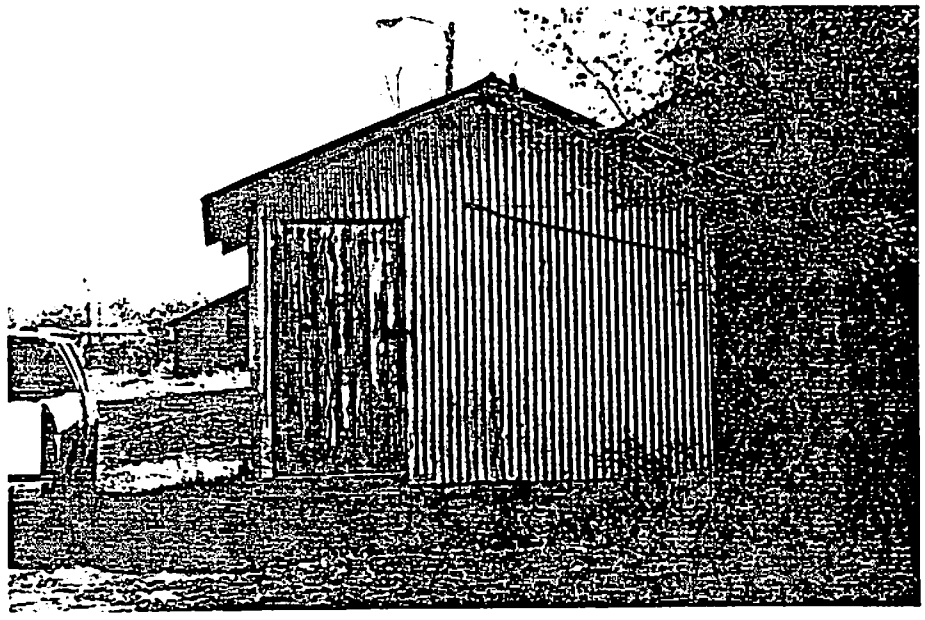

Figure 8. Building 6-1-4. View east.

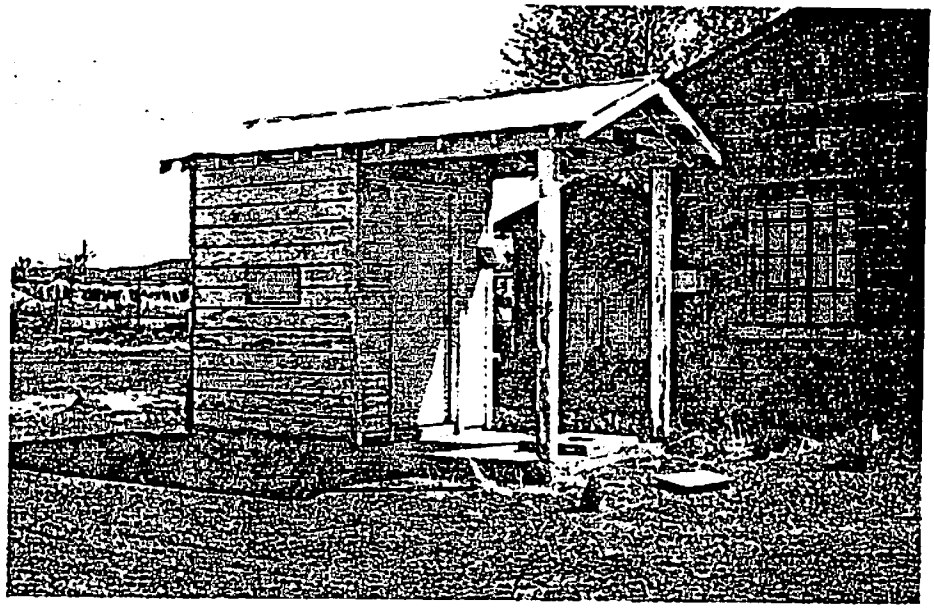

Figure 9. Building 6-1-5 and the remains of Structure 6-1-C. View northeast.

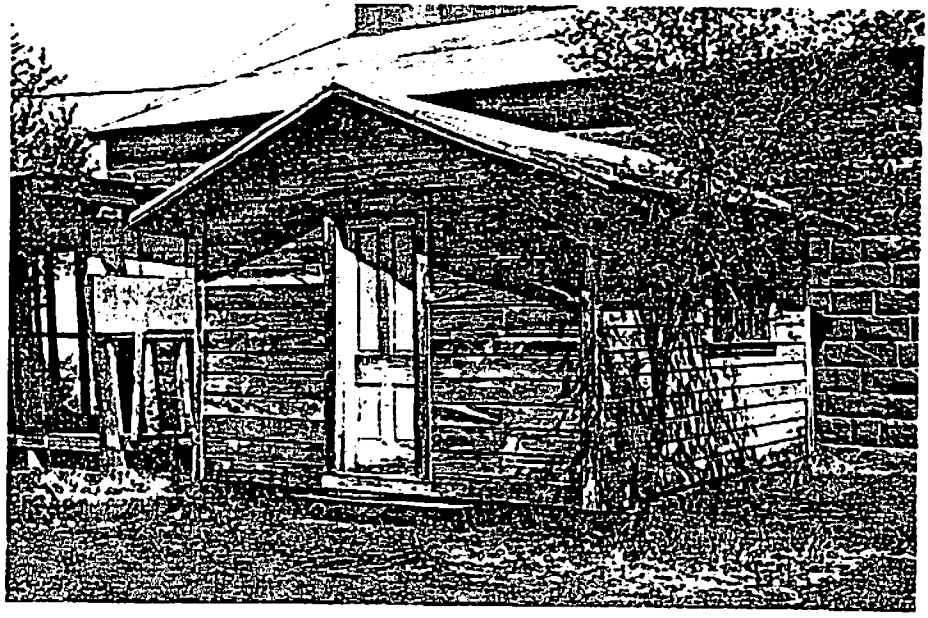

Figure 10. Building 6-1-8. View northwest.

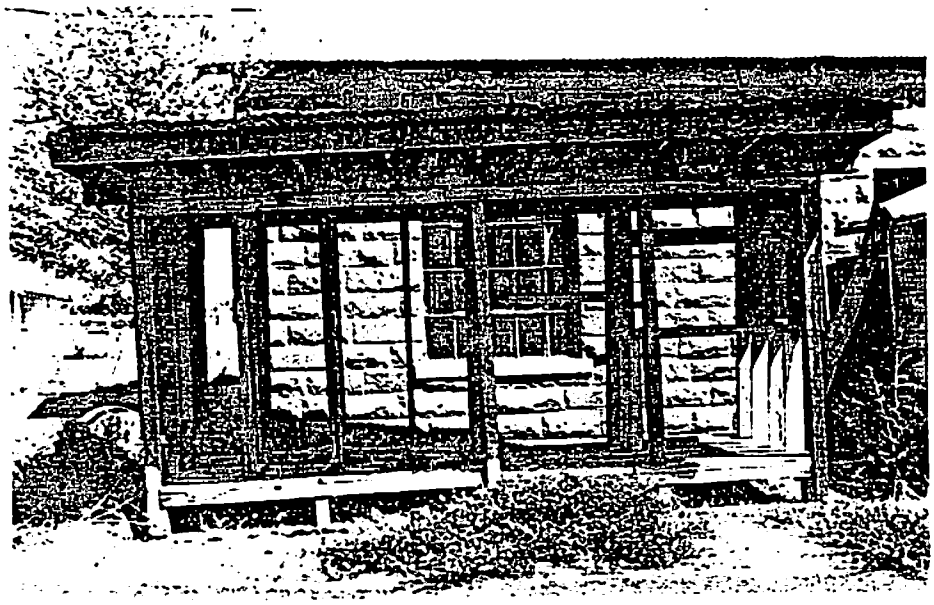

Figure 11. Building 6-1-11. View north.

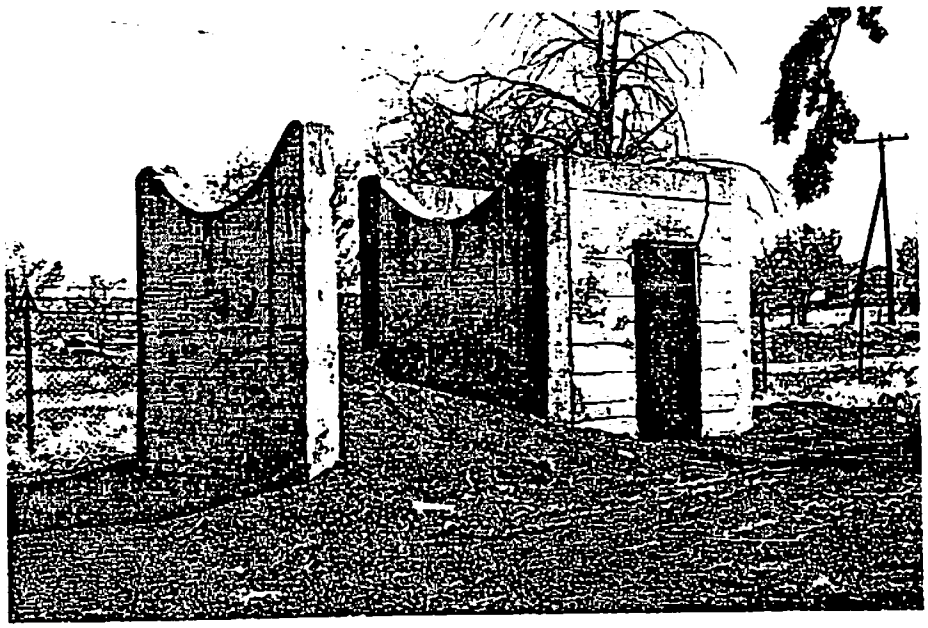

Figure 12. Structure 6-1-A. View northeast.

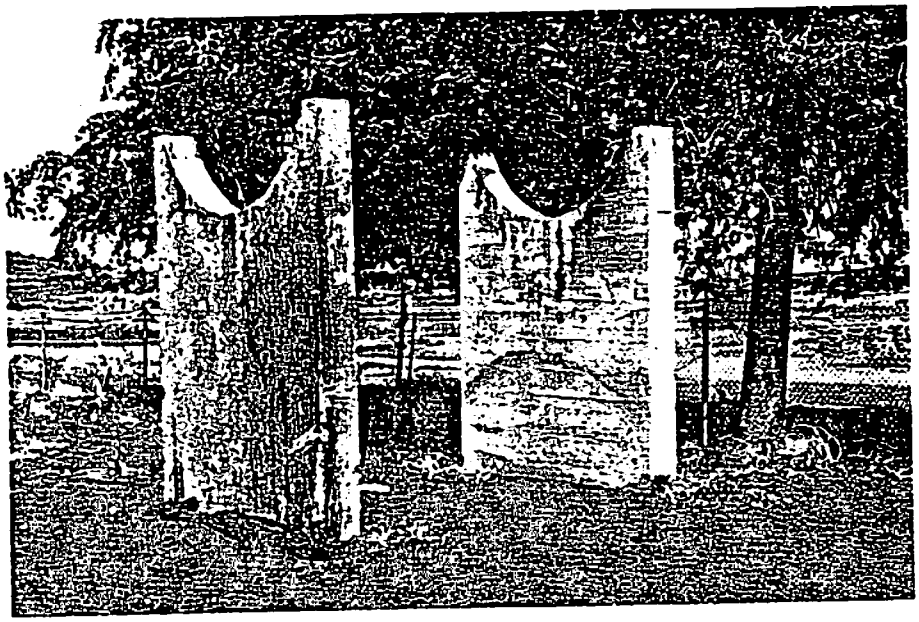

Figure 13. Structure 6-1-B. View northeast.

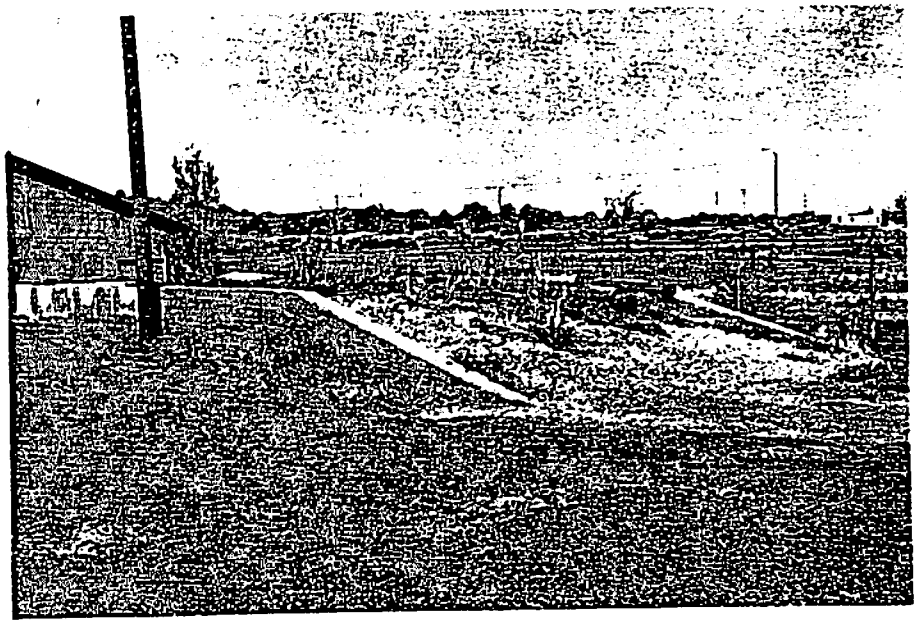

Figure 14. Structure 6-1-D. View northwest.

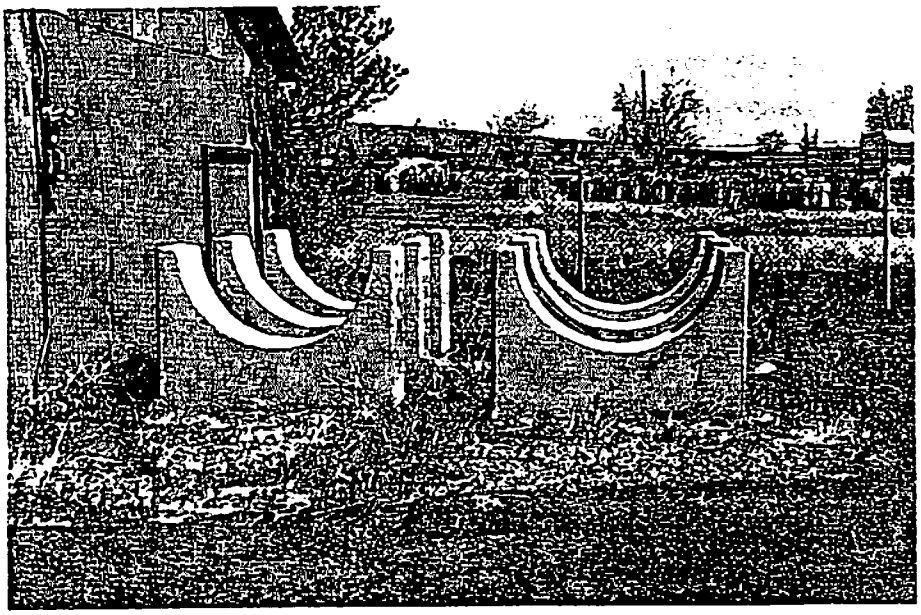

Figure 15. Structure 6-1-E. View north.