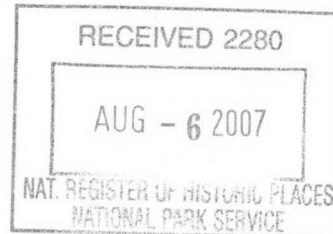


954

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 an 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 Cricket and Crest Tunnels Historic District

other names/site number Sites #BO0197-BO0198, Omaha and Turkey Creek Tunnels, Tunnels "B" and "C"

2. Location

street & number Under and west of Old U.S. 65

☐ not for publication

city or town Omaha

☒ vicinity

state Arkansas code AR county Boone code 009 zip code 72662

3. State/Federal Agency Certification

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

Cathie Matthews
Signature of certifying official/Title

7/5/07
Date

Arkansas Historic Preservation Program

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 certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

for
Signature of the Keeper

Date of Action

Edson H. Beall

9.19.07

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in count.)

Contributing

Noncontributing

		buildings
		sites
2	1	structures
		objects
2	1	Total

Name of related multiple property listing

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

**Number of Contributing resources previously listed
in the National Register****6. Function or Use****Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related

7. Description**Architectural Classification**

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation STONE

walls CONCRETE, STONE

roof CONCRETE, STONE

other

Narrative Description

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

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Section number 7 Page 1

SUMMARY

The Cricket and Crest Tunnels Historic District consists of two railroad tunnels in the Omaha vicinity in Boone County, Arkansas, along with the track in between them. The tunnels are located on the same line and include the Cricket Tunnel, which is 2,657 feet long, and the Crest Tunnel, which is the longest tunnel in Arkansas at approximately 3,500 feet long. The Crest Tunnel is also the only curved tunnel in the state. The tunnels are located approximately 2.5 miles apart.

ELABORATION

The Cricket and Crest Tunnels Historic District is located in the mountainous Ozark region of northern Arkansas in the vicinity of Omaha, Boone County. The two tunnels are located approximately 2.5 miles apart and the district includes, in addition to the tunnels, the track in between them, although the track is considered to be non-contributing. The two tunnels in the district are the Cricket Tunnel, which is 2,657 feet long, and the Crest Tunnel, which at approximately 3,500 feet long is the longest tunnel in Arkansas. It is also the only curved tunnel in the state. Most of the tunnels' portals are unimproved, although the Cricket Tunnel's west portal has been finished with concrete detailing.

Cricket Tunnel

The Cricket Tunnel is the southeastern of the two tunnels in the district. It is 2,657 feet long and runs in a northwesterly-southeasterly direction. The northwest portal of the tunnel is finished in concrete. The portal has an arched opening and the concrete in the portal area projects slightly from the rest of the tunnel's concrete retaining walls and is also taller than the surrounding retaining walls. The top of the portal has a simple projecting cornice.

To the left and right of the portal are retaining walls that run perpendicular to the tracks. They are triangular shaped because of the valley's walls proceeding up from the tracks. Like the top of the portal area, they are crowned with a simple projecting cornice. In addition, two triangular sloping retaining walls project out from the portal and run parallel to the tracks.

Unlike the northwest portal, the Cricket Tunnel's southeast portal is unfinished and just consists of the stone of the mountainside. Wooden bracing is placed diagonally from the tunnel walls to the top of the portal just inside the entrance.

Much of the interior of the Cricket Tunnel is lined with steel and concrete since the tunnel passes through a lot of mud and gravel.

Crest Tunnel

The Crest Tunnel is the northwestern of the two tunnels in the district. It is approximately 3,500 feet long and runs in a northwesterly-southeasterly direction. The tunnel is unique in Arkansas in that it curves near the southeastern end. The northwest portal of the tunnel is unfinished and just consists of the stone of the

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

mountainside. Wooden bracing is placed diagonally from the tunnel walls to the top of the portal just inside the entrance.

The southeastern portal of the Crest Tunnel was inaccessible, but based upon the other tunnels on the line, it is likely similar to the northwest portal.

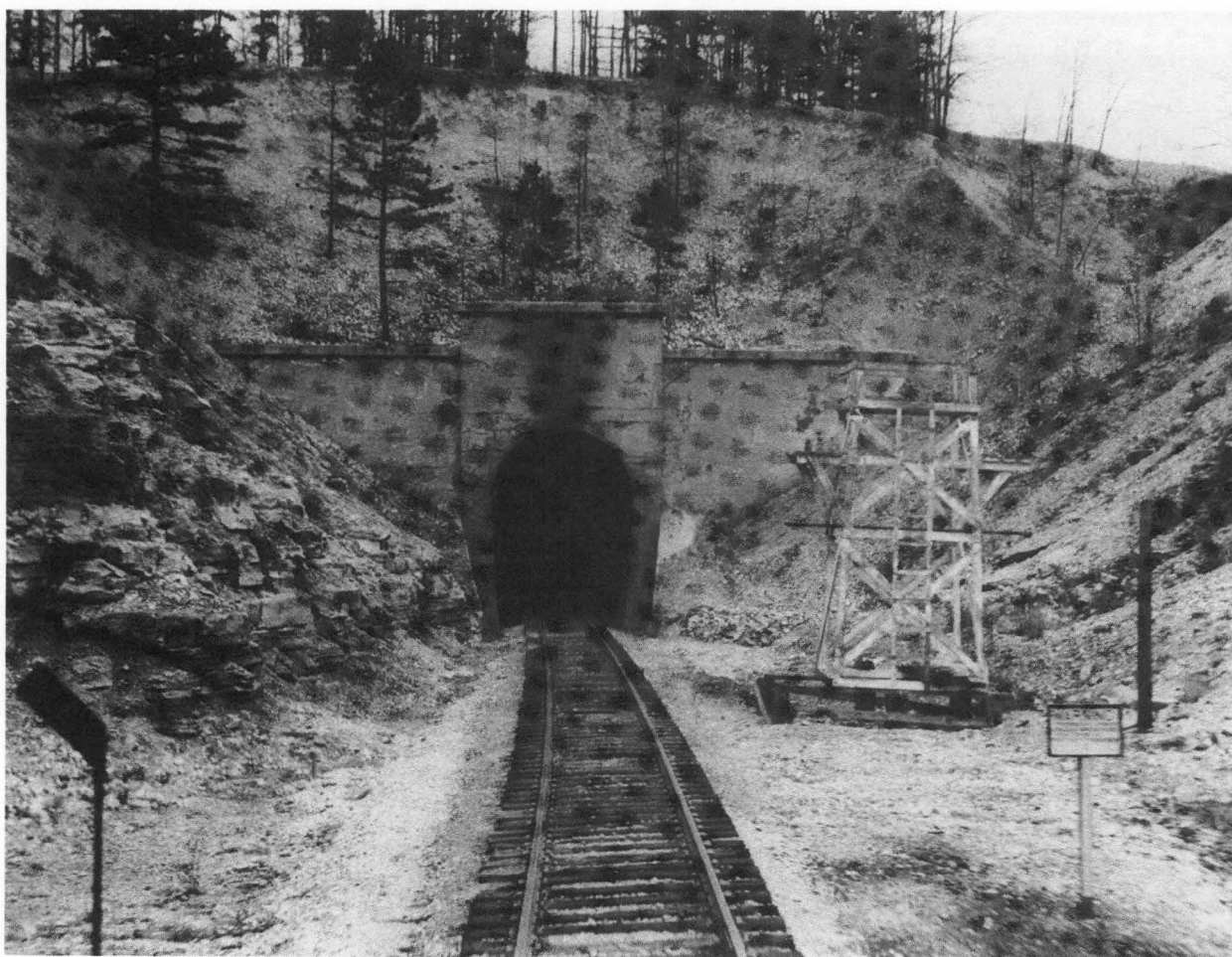
Integrity

The Cricket and Crest Tunnels Historic District retains excellent integrity. The two tunnels in the district have not been modified since they were constructed in 1903-1905 and reflect early twentieth century tunnel construction methods and technology. In addition, the area around the tunnels remains a very rural area, which reflects the time that the tunnels were constructed. The track on the line, both in the tunnels and in between them, has been replaced as it has worn out and been upgraded to deal with today's larger trains. As a result, it is considered to be non-contributing.

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National Register of Historic Places Continuation Sheet

Section number 7 Page 3



Cricket Tunnel Northwest Portal (c.1950)

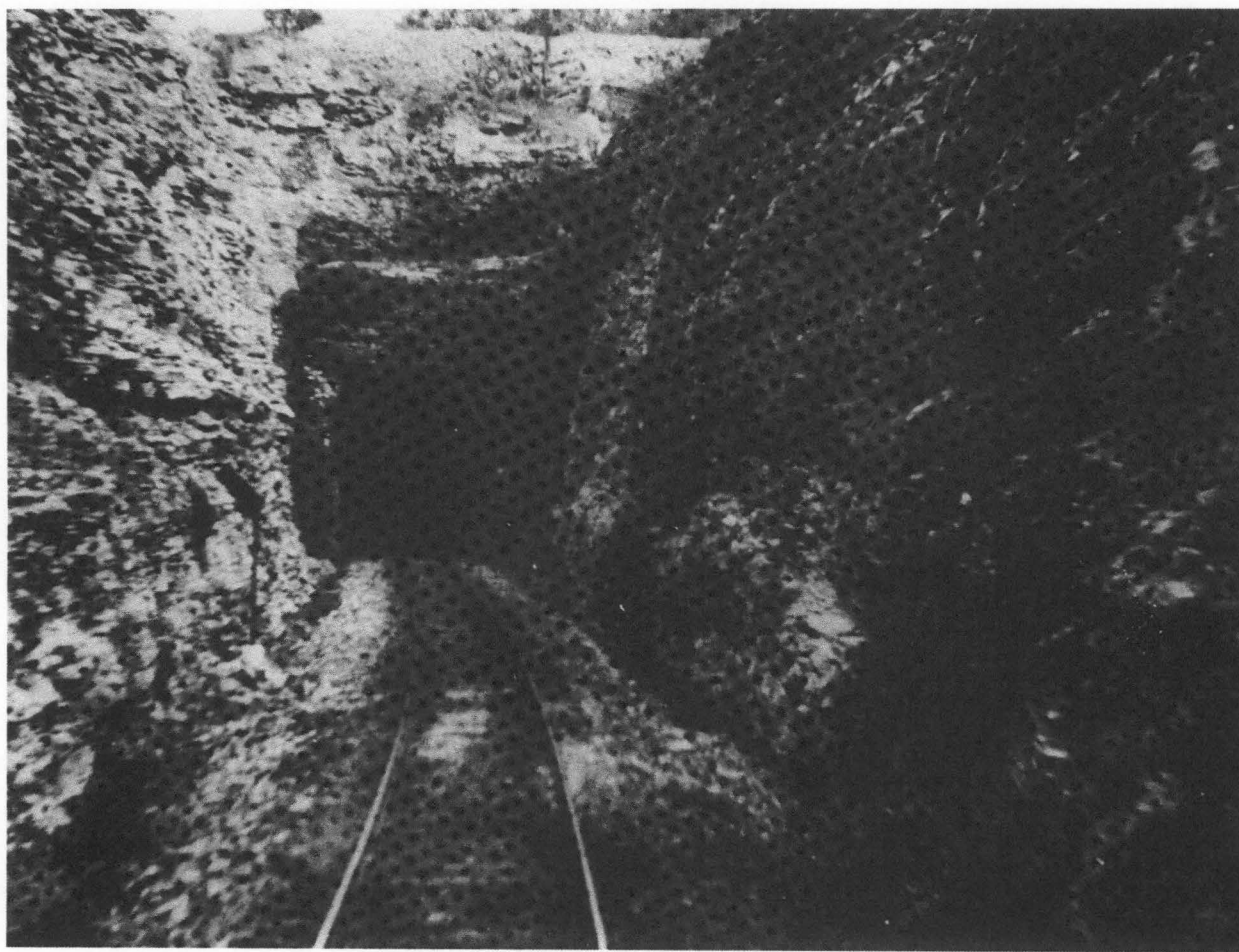
Cricket and Crest Tunnels Historic District
Name of Property

Boone County, Arkansas
County and State

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 4



Crest Tunnel Northwest Portal (c.1943)

8. Statement of Significance**Applicable National Register Criteria**

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** birthplace or grave of a historical figure of outstanding importance.
- ☐ **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.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Transportation

Engineering

Period of Significance

1903-1957

Significant Dates

1903-1957

Significant Person (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder****Narrative Statement of Significance**

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

9. Major Bibliographical References**Bibliography**

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

Previous documentation on file (NPS):

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

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other

Name of repository: _____

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National Park Service

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SUMMARY

Even though the majority of railroad construction took place in Arkansas in the late 1800s after the Civil War, there was still some construction taking place in the first part of the twentieth century. One of the new railroad lines that was built during the first decade of the 1900s was the White River Division of the Missouri Pacific Railroad, which connected Diaz and Batesville, Arkansas, with Springfield and Carthage, Missouri. In order to complete the line, it was necessary to build several tunnels, including the Cricket and Crest tunnels in the Omaha vicinity, two of a total of seven railroad tunnels that have been built in Arkansas. Due to its important role in the development of railroad transportation in the Boone County area, the Cricket and Crest Tunnels Historic District is being nominated to the National Register of Historic Places with **local significance** under **Criterion A**. The Cricket and Crest Tunnels Historic District is also being nominated with **local significance** under **Criterion C** for their engineering significance as the only two tunnels in Boone County and for their reflection of early twentieth century railroad tunnel technology.

ELABORATION

Although the first railroad line in the United States was laid in the late 1820s, very little railroad construction was completed in Arkansas prior to the Civil War. The Memphis & Little Rock Railroad, which had laid some track westward from Hopefield and eastward from Little Rock, and the Mississippi, Ouachita, & Red River, which had laid a few miles of track inland from Chicot and Arkansas City, were the only railroads to complete any construction prior to 1860.¹

The Civil War, however, delayed the building of railroads by a decade, and it was not until the 1870s that railroad building took off again. The St. Louis, Iron Mountain & Southern built a line south from St. Louis to the Arkansas border. They wanted to go to Texas, and purchased the Cairo & Fulton. Although the Cairo & Fulton had not done any construction, it had secured rights-of-way prior to the Civil War. The St. Louis, Iron Mountain & Southern reached Little Rock by 1872, and had completed the first line across Arkansas when it reached Texarkana in 1874.²

The second railroad line to reach across the state incorporated the Memphis & Little Rock Railroad and the newly constructed Little Rock & Fort Smith, which had reached the coal fields of Clarksville in 1874 and Fort Smith five years later. The Little Rock & Fort Smith was purchased by Jay Gould (who already owned the Iron Mountain lines) in 1882, and became part of the Iron Mountain system – the largest railroad system in the state in the late nineteenth century.³

¹ Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987, reprint of 1941 publication, p. 54.

² *Ibid.*

³ West, p. 55.

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When the realization came that only railroads could be used to exploit the vast tracts of virgin timber in Arkansas, railroads and the timber industry developed as one. As a result, railroad lines were constructed further and further into the forests to enable the harvesting of timber, and occasionally the spurs were linked to become new through lines. The boom in railroad construction also greatly influenced settlement patterns throughout Arkansas. Some towns that had thrived on river trade and travel disappeared and many new towns sprang to life along the railroad lines.⁴

The railroad line through the Omaha area was constructed by the Missouri Pacific Railway, which came into existence in 1872 out of a reorganization of the Pacific Railroad Company. (The Pacific Railroad Company broke ground on their first line in St. Louis on July 4, 1851.) In 1879, the railroad came under New York financier Jay Gould's control and he developed a system extending through Colorado, Nebraska, Arkansas, Texas, and Louisiana. The Missouri Pacific Railway merged with the St. Louis, Iron Mountain & Southern in 1917 to become the Missouri Pacific Railroad. By the early 1980s, the Missouri Pacific had just less than 11,500 miles of track in eleven states, before it merged with the Union Pacific and Western Pacific Railroad companies on December 22, 1982.⁵

The surveying for a line through the Omaha area began c.1887 when Jay Gould had a survey party look for a route from the Bald Knob/Batesville area to Carthage, Missouri. Although the exact route looked at is not known, a proposed line is shown, in the 1892 Iron Mountain timetable, from Cushman's (near Batesville) to Carthage generally on the south side of the White River.⁶ On February 8, 1901, the White River Railway was incorporated with the purpose of building a rail line from the St. Louis, Iron Mountain & Southern line about two miles west of Batesville to the Marion/Boone County line via Independence, Izard, Baxter, and Marion counties. After more surveying of the proposed route, construction began on May 27, 1901, by starting to clear the right-of-way up the White River from White River Junction.⁷

Considering the mountainous terrain that the railroad line was being built through, construction proceeded fairly rapidly. By October 1901 more than ten miles of the line had all of its grading, trestles, and masonry work finished, and the other aspects of the construction were also moving rapidly.⁸ Passenger service on the line was established between Batesville and Penter's Bluff (near Guion), a distance of twenty miles, on May 26, 1902, and extended a further 25 miles to Mount Olive on November 14, 1902.⁹

⁴ *Ibid.*

⁵ "About Missouri Pacific: A Brief Overview," from www.mo-pac.com/about.html.

⁶ Adams, Walter M. *The White River Railway*. Branson, MO: The Ozark Mountaineer, 1991, p. 11.

⁷ *Ibid.*, p. 13, 15.

⁸ *Ibid.*, p. 17.

⁹ *Ibid.*, p. 21, 24.

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Although some surveying of the line occurred in the nineteenth century, final surveying of the line in the area of the Cricket and Crest tunnels began early in 1903. It was no easy task, either, requiring a total of eight months and ten preliminary surveys in order to decide on a route from Lake's Ferry (Cotter) to the head of Roark Creek in Missouri. Even after conducting so many surveys, the route chosen was not going to be easy to construct – it would require the construction of five tunnels (four in Arkansas and one in Missouri), several deep cuts and fills, and many long, high trestles. For example, the approaches alone for the Crest Tunnel (also called the Turkey Creek Tunnel) would be over 1,200 feet long and require the removal or an estimated 130,000 cubic yards of rock. By comparison, the Cricket Tunnel (also called the Omaha Tunnel) would require that only 30,000 cubic yards of rock be removed for its approaches.¹⁰

By the time that the Cricket and Crest tunnels were built in 1903-1905, railroad tunnel construction had been ongoing in the United States for approximately 70 years (the first railroad tunnel built in America was the Staple Bend Tunnel near East Conemaugh, Pennsylvania, built between November 1831 and June 1833 – NHL 04/19/94), but was relatively new to Arkansas. A couple of other tunnels that had been built in Arkansas by the time the Cricket and Crest tunnels were built were the Winslow Tunnel in Washington County, which was built in the early 1880s, and the Charcoal Gap Tunnel outside of Eureka Springs, which was built c.1900 (Arkansas Register listed 04/04/07). However, three more tunnels would be built in the northwest part of the state at Cotter, Pyatt, and Conway by 1905 as additional rail lines were built through the mountains.¹¹

Once the line in the Omaha vicinity was laid out, construction on the tunnels progressed at a fairly rapid pace. By June 1903, a night crew was added to the regular day crew responsible for the construction of the Crest Tunnel (designated Tunnel "C" by the construction workers). John B. Duley was the supervisor in charge of the construction crews for the Crest Tunnel, but he was constantly battling a shortage of laborers, which likely led to delays of the construction schedule. Regular laborers working on the tunnel were paid \$1.25 a day while drillers were paid \$2.50 a day.¹²

Construction of the Crest Tunnel required a total of twelve machine drills, four to be used at each end and an additional four used at the middle. By sinking a shaft at the proposed mouth of the tunnel, work could be progressing on the tunnel itself while work continued on removing rock at the approaches. The work on the Crest Tunnel also brought about the development of a small village for the workers. Since the location of the Crest Tunnel was a distance from Omaha, two stores, a restaurant and a commissary were built in the area.¹³

¹⁰ *Ibid*, p. 29.

¹¹ Information on the Cotter, Winslow, Cricket, Crest, and Cadron Ridge tunnels in the files of the Arkansas Historic Preservation Program.

¹² *Ibid*, p. 30.

¹³ *Ibid*, pp. 29-30.

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While construction was progressing on the Crest Tunnel, work also went forward on the Cricket Tunnel (designated Tunnel "B" by the workers), under the supervision of S. D. Huff. However, construction of the Cricket Tunnel was much more difficult since portions of it would be bored through dirt and mud, rather than the solid rock that all of the Crest Tunnel went through.¹⁴

Work continued on the two tunnels throughout the rest of 1903 and on October 15th the *Taney County (Missouri) Republican* gave a progress report on the tunnels' construction. The Cricket Tunnel had been started at the southeast portal and workers ran into dirt after cutting the portal and approaches. In order to stabilize the hill above, the workers were having to install timber bracing as they progressed. Although it was estimated that there was 1,500 feet of dirt to go through, it would actually be several hundred feet more than that. At the Crest Tunnel, on the other hand, it had been bored about 200 feet on the southeast end and about 300 feet on the northwest end.¹⁵

During 1904 additional progress was made on the two tunnels along with the railroad line itself. By July, the line was ready for rails to be laid as far north of the Cricket Tunnel. However, as in 1903, the Cricket Tunnel was the hardest part of the construction of the line. It was reported at the time that approximately 600 feet remained to be dug through and it was described as "clay with springs to contend with. The material is difficult to handle, and the tunnel has to be arched and cemented as the work progresses."¹⁶

By August 1904 there was optimism about the construction of the Cricket Tunnel with the *Harrison Times* reporting that "Tunnel 'B' [Cricket] is nearly through and expect to see daylight in about five weeks." However, the optimism would be short-lived. A bad rock slide occurred in the tunnel on September 1st, and it was going to cost an estimated \$40,000 to clean it up. The *Times* further reported that "This tunnel has been one of the worst and most expensive pieces of railroad ever encountered by any company." Estimates indicated that construction of the Cricket Tunnel would eventually cost \$400,000. However, the Cricket Tunnel would not only be a problem financially – it would also delay completion of the line by more than a year.¹⁷

Even with the rock slide that occurred at the Cricket Tunnel in late August, the tunnel was holed through on October 22, 1904. The *Harrison Times* reported that "Last Saturday evening at 7 o'clock the headings in the Omaha tunnel were opened amid the shrieking of whistles and other noises resembling an old-fashioned

¹⁴ *Ibid*, p. 31.

¹⁵ *Ibid*, p. 33.

¹⁶ *Ibid*, p. 39.

¹⁷ *Ibid*, pp. 40-42.

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Fourth of July celebration. The hole was put through under many difficulties, soft black gumbo, falling rock, cave-ins, etc. It will yet require about six months to put the tunnel in shape for tracks.” (The workers also had to deal with a spring that issued a 12-inch stream of water that was unearthed during construction. However, it was eventually harnessed and fed into a reservoir that provided water to the railroad.)¹⁸

Although much was reported about the construction of the Cricket Tunnel, mainly because of the problems that the railroad encountered during its construction, little was reported about the finishing of the Crest Tunnel. Even though the Crest Tunnel is about 600 feet longer than the Cricket Tunnel, and was constructed through solid rock, it is likely that it was holed through before the Cricket Tunnel was.

Work continued feverishly on the construction of the line in 1905 in order to meet the railroad’s anticipated opening date of November 15th. By October 15th, only eight miles of track needed to be laid, extending from one mile to the southeast of the Cricket Tunnel to the Turkey Creek Bridge north of the Crest Tunnel. Even though this included laying track inside the two tunnels, the railroad was confident that they could meet the opening date. However, by November 15th with 25 miles of track still needing ballast put in place and with every locomotive and car put into service, the railroad decided to postpone the opening date.¹⁹

On Friday, December 29, 1905, at 5:15 p.m., on the first bridge south of the Cricket Tunnel the last spike of the White River Division was driven in to connect the two ends of the line. Even though the track was physically completed, it would be several months before the line would be ready for regular service. At the time the track was completed, the cut at the hill at Oregon Flats (Bergman) had not been finished, several miles of ballast still had to be installed, and several water tanks needed to be built.²⁰

Construction of the White River Division of the Missouri Pacific was a massive undertaking. Completion of the line, from the time the first shovel of dirt was turned until the last spike was driven in, took 54 months and four days, and cost a total of \$12,445,160, or \$52,000 per mile. The line included 284 bridges (the tallest being 130 feet), five tunnels, and several cuts with the deepest being 60 feet.²¹

Even after the line was completed, the Cricket Tunnel continued to be a weak spot. As early as February 1906, rumors were circulating that the railroad was going to open up the top of the tunnel, converting it into a deep cut. Other rumors, however, indicated that more of the tunnel was going to be lined with concrete to combat the slides, and that was what ended up happening. A thick concrete arch lining was installed in the northern 2,600 feet of the tunnel, and it was also shortened by approximately 150 feet, leaving a total length

¹⁸ *Ibid*, p. 44.

¹⁹ *Ibid*, p. 54.

²⁰ *Ibid*, p. 59.

²¹ *Ibid*.

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National Park Service

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Section number 8 Page 6

of about 2,730 feet. The southern 130 feet of the tunnel, which was cut through solid rock, remained unlined.²²

The additional work done at the Cricket Tunnel in 1906 seemed to stabilize the tunnel, but only temporarily. In February 1909 another cave-in occurred, which closed the line until March 15th. Through freight service was halted and through passenger service was only kept open by transferring passengers, baggage, and mail over the top of the hill, a labor-intensive chore, to say the least.²³

In 1916, when the railroad did some upgrading of the line, more work was done on the Cricket Tunnel. The concrete lining at the northwest end of the tunnel seemed to be working in keeping it stable, but the southeast end had been plagued by additional slides. As a result, in the fall of 1916, almost an additional 500 feet of the tunnel and the sides of the tunnel cut were removed, shortening the tunnel to its current length of 2,657 feet.²⁴ The work done in 1916 apparently solved the issues with the tunnel, and it has remained relatively stable since.

The Cricket and Crest tunnels have been in continuous use since their completion in 1905 and remain important transportation links in the railroad network of northwestern Arkansas. In addition, they remain good examples of early twentieth century railroad tunnel technology. The tunnels are still the most fascinating and one of the most important parts of the former Missouri Pacific's line in Boone County, and an important element in the development of railroad travel in the area.

STATEMENT OF SIGNIFICANCE

Even though the majority of railroad construction took place in Arkansas in the late 1800s after the Civil War, there was still some construction taking place in the first part of the twentieth century. One of the new railroad lines that was built during the first decade of the 1900s was the White River Division of the Missouri Pacific Railroad, which connected Diaz and Batesville, Arkansas, with Springfield and Carthage, Missouri. In order to complete the line, it was necessary to build several tunnels, including the Cricket and Crest tunnels in the Omaha vicinity, two of a total of seven railroad tunnels that have been built in Arkansas. Due to its important role in the development of railroad transportation in the Boone County area, the Cricket and Crest Tunnels Historic District is being nominated to the National Register of Historic Places with **local significance** under **Criterion A**. The Cricket and Crest Tunnels Historic District is also being nominated with **local significance** under **Criterion C** for their engineering significance as the only two tunnels in Boone County and for their reflection of early twentieth century railroad tunnel technology.

²² *Ibid*, p. 66.

²³ *Ibid*, p. 80.

²⁴ *Ibid*, p. 95.

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West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

Cricket and Crest Tunnels Historic District
Name of Property

Boone County, Arkansas
County and State

10. Geographical Data

Acreage of Property Approximately 25.5 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>483011</u>	<u>4033076</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>482295</u>	<u>4033508</u>

3	<u>15</u>	<u>481589</u>	<u>4034285</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>481213</u>	<u>4034671</u>

☒ 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	<u>Ralph S. Wilcox, National Register & Survey Coordinator</u>		
organization	<u>Arkansas Historic Preservation Program</u>	date	<u>May 4, 2007</u>
street & number	<u>1500 Tower Building, 323 Center Street</u>	telephone	<u>(501) 324-9787</u>
city or town	<u>Little Rock</u>	state	<u>AR</u> zip code <u>72201</u>

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 SHPO or FPO.)

name	<u>Missouri & Northern Arkansas Railroad</u>		
street & number	<u>514 N. Orner</u>	telephone	<u></u>
city or town	<u>Carthage</u>	state	<u>MO</u> zip code <u>64836</u>

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20303.

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Section number 10 Page 1

ADDITIONAL UTM's

- 5) 15 481477E 4035276N
- 6) 15 481584E 4036231N
- 7) 15 481853E 4036907N
- 8) 15 481833E 4037165N
- 9) 15 481767E 4037409N
- 10) 15 481178E 4038008N

VERBAL BOUNDARY DESCRIPTION

Beginning at a point 100 feet northwest of the northwest portal of the Crest Tunnel, the boundary follows the former Missouri Pacific Railroad line (now the Missouri & Northern Arkansas Railroad line) to a point 100 feet southeast of the southeast portal of the Cricket Tunnel. The width of the boundary includes 25 feet on either side of the railroad right-of-way centerline.

BOUNDARY JUSTIFICATION

This boundary contains all of the land historically associated with both the Cricket and Crest Tunnels and the railroad line between them.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Cricket and Crest Tunnels Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ARKANSAS, Boone

DATE RECEIVED: 8/06/07 DATE OF PENDING LIST: 8/27/07
DATE OF 16TH DAY: 9/11/07 DATE OF 45TH DAY: 9/19/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000954

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9.19.07 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



CRICKET AND CREST TUNNELS HISTORIC DISTRICT

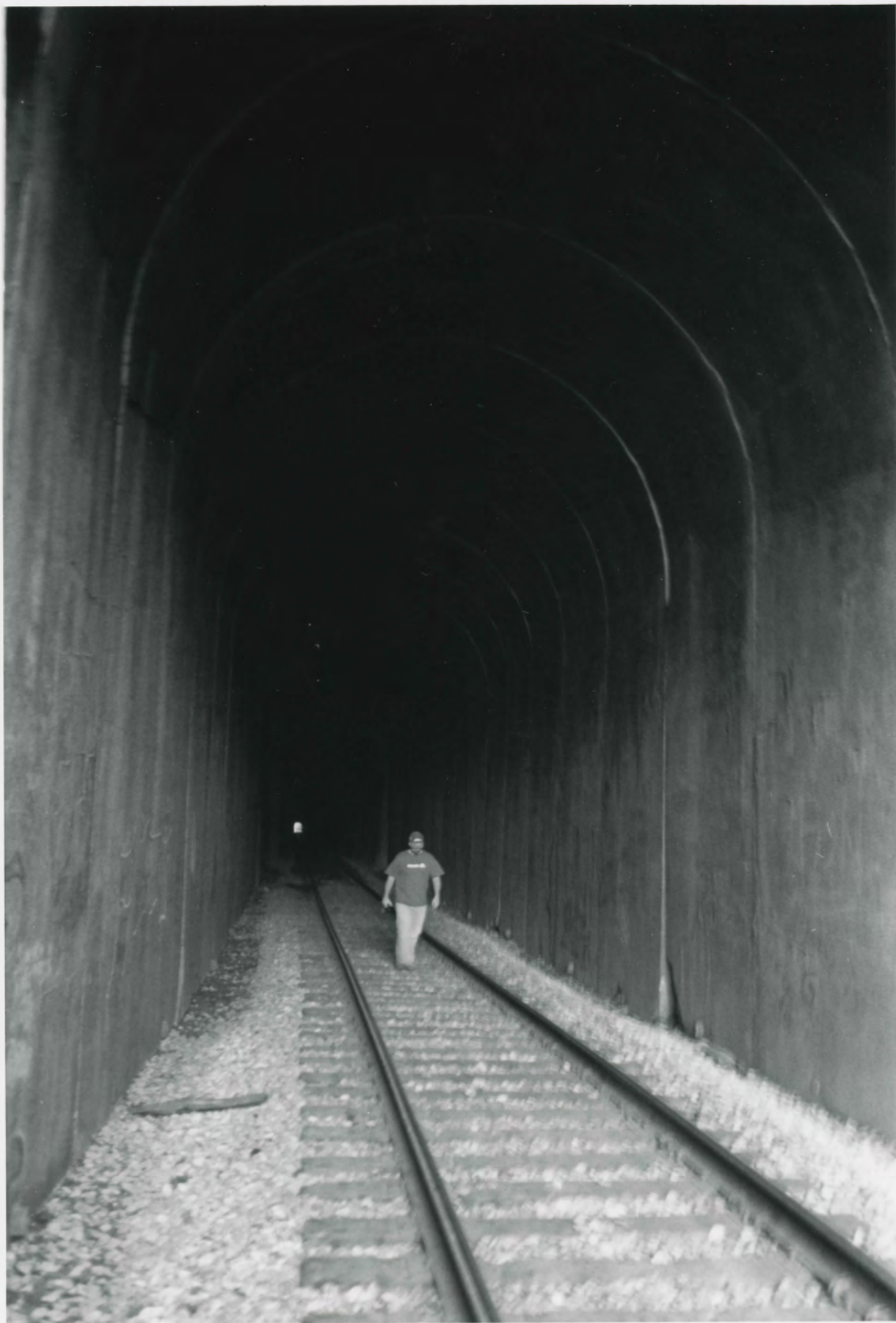
BOONE COUNTY, AR

RALPH S. WILCOX

SEPTEMBER 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

NORTHWEST PORTAL OF THE CREST TUNNEL LOOKING SOUTHEAST



CRICKET AND CREST TUNNELS HISTORIC DISTRICT

BOONE COUNTY, AR

RALPH S. WILCOX

SEPTEMBER 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

INTERIOR OF THE CRICKET TUNNEL LOOKING SOUTHEAST



CRICKET AND CREST TUNNELS HISTORIC DISTRICT

BOONE COUNTY, AR

RALPH S. WILCOX

SEPTEMBER 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

NORTHWEST PORTAL OF THE CRICKET TUNNEL LOOKING SOUTHEAST



CRICKET AND CREST TUNNELS HISTORIC DISTRICT

BOONE COUNTY, AR

RALPH S. WILCOX

SEPTEMBER 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

SOUTHEAST PORTAL OF THE CRICKET TUNNEL LOOKING NORTHWEST

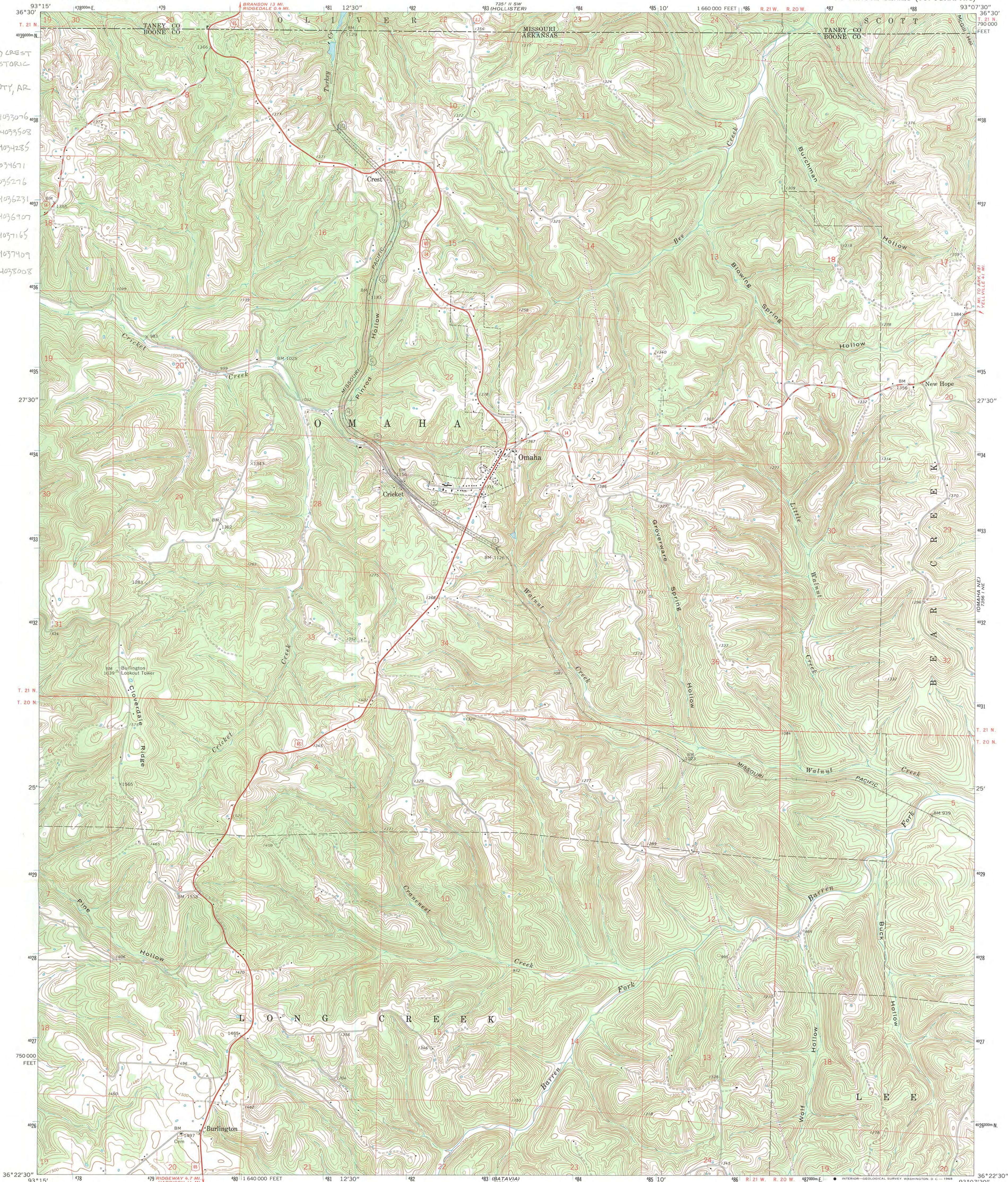
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

OMAHA QUADRANGLE
ARKANSAS—MISSOURI
7.5 MINUTE SERIES (TOPOGRAPHIC)

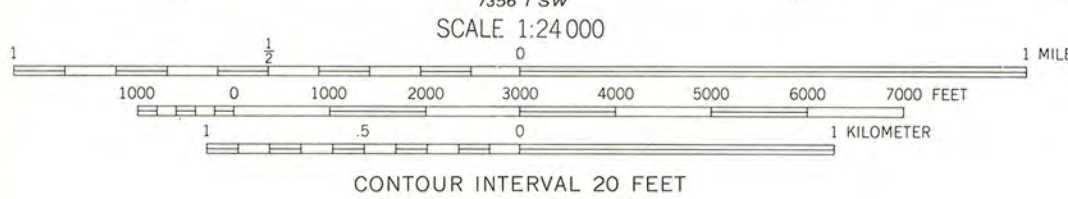
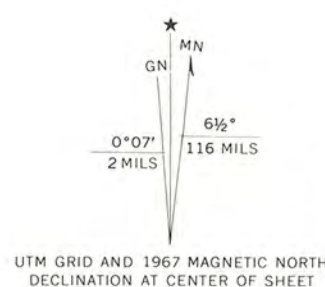
CRICKET AND CREST
TUNNELS HISTORIC
DISTRICT
BOONE COUNTY, AR

UTMs:

- 1) 15/483011/4033076
- 2) 15/482295/4033508
- 3) 15/481589/4034285
- 4) 15/481213/4034671
- 5) 15/481477/4035276
- 6) 15/481584/4036231
- 7) 15/481353/4036907
- 8) 15/481833/4037165
- 9) 15/481167/4037409
- 0) 15/481178/4038008



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1964. Field checked 1967
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
AND DIVISION OF GEOLOGY AND LAND SURVEY
MISSOURI DEPARTMENT OF NATURAL RESOURCES, ROLLA, MISSOURI 65401
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U. S. Route State Route

OMAHA, ARK.—MO.
N3622.5—W9307.5/7.5

1967

AMS 7356 1 NW—SERIES V884



**The Department of
Arkansas
Heritage**

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council

*

Arkansas Natural Heritage
Commission

*

Delta Cultural Center

*

Historic Arkansas Museum

*

Mosaic Templars
Cultural Center

*

Old State House Museum



**Arkansas Historic
Preservation Program**

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.org

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August 1, 2007

Dr. Janet Matthews
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
8th Floor
1201 Eye Street, NW
Washington, DC 20005



RE: Cricket and Crest Tunnels Historic District – Omaha vic.,
Boone County, Arkansas

Dear Dr. Matthews:

We are enclosing for your review the above-referenced nomination. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Cathie Matthews
State Historic Preservation Officer

CM:rsw

Enclosure