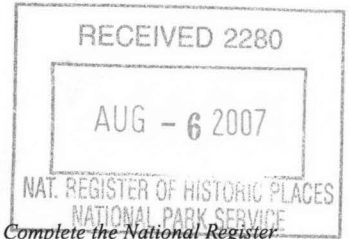


United States Department of the Interior
National Park Service

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 Pyatt Tunnel

other names/site number Site #MR0081, Powell Tunnel

2. Location

street & number Underneath MC 4008 approximately 1 mile south of U.S. 62

☐ not for publication

city or town Pyatt

☒ vicinity

state Arkansas code AR county Marion code 089 zip code 72672

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

Pyatt Tunnel
Name of Property

Marion County, Arkansas
County and State

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
1	structures
	objects
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 STONE

roof STONE
other

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

The Pyatt Tunnel is located in the Pyatt vicinity in Marion County, Arkansas. The tunnel is 660 feet long and is located on the former Missouri Pacific White River Division line, now the Missouri and Northern Arkansas Railroad. It is hewed through the solid stone of the ridge next to Crooked Creek southeast of Pyatt.

ELABORATION

The Pyatt Tunnel is located in the Pyatt vicinity in Marion County, Arkansas. The tunnel is 660 feet long and is located on the former Missouri Pacific White River Division line, now the Missouri and Northern Arkansas Railroad. It is hewed through the solid stone of the ridge next to Crooked Creek southeast of Pyatt. The tunnel's portals are unimproved.

The tunnel's northwest and southeast portals are unfinished and just consist of the stone of the mountainside. The interior of the tunnel consists of the unfinished stone of the ridge. Unlike many of the other tunnels on the line, the Pyatt Tunnel does not have any concrete reinforcement on its interior.

Integrity

The Pyatt Tunnel retains good integrity. The tunnel has had few modifications since it was constructed in 1903-1904 and still reflects early twentieth century tunnel construction methods and technology. In addition, the area around the tunnel remains a very rural area, which reflects the time that the tunnel was constructed.

Pyatt Tunnel
Name of Property

Marion 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 2



Pyatt Tunnel Northwest Portal (c.1950)

Pyatt Tunnel
Name of Property

Marion County, Arkansas
County and State

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: _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

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 Pyatt Tunnel in the Pyatt vicinity, one 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 Marion County area, the Pyatt Tunnel is being nominated to the National Register of Historic Places with **local significance** under **Criterion A**. The Pyatt Tunnel is also being nominated with **local significance** under **Criterion C** for its engineering significance as the only tunnel in the Pyatt area and for its 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

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 Pyatt 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 Pyatt 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Although some surveying of the line occurred in the nineteenth century, final surveying of the line in the area of the Pyatt Tunnel 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.¹⁰

By the time that the Pyatt Tunnel was built in 1903-1904, 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 Pyatt Tunnel was 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, four more tunnels would be built in the northwest part of the state at Cricket, Crest, Cotter, and Conway by 1905 as additional rail lines were built through the mountains.¹¹

The right-of-way for the line across Marion County, including passing near Powell and Pyatt, was secured in November 1902. As the route was chosen up the Crooked Creek Valley, in order to eliminate a long bend in the creek, a short tunnel was proposed for milepost 401.4. Measuring only 660 feet long, the Pyatt Tunnel was the shortest tunnel proposed for the line.¹²

Construction on the Pyatt Tunnel began sometime in 1903 and proceeded rapidly. By January 15, 1904, the tunnel was almost finished, and its completion was important to speed up construction on the line further up the Crooked Creek and Sugar Orchard Creek valleys. Compared to the construction of the Cotter, Cricket, and Crest tunnels, construction of the Pyatt Tunnel was a snap. The tunnel was apparently not plagued by cave-ins like the other tunnels, and also did not require any kind of concrete reinforcement in its interior.¹³

As with the construction of the Cotter, Cricket and Crest tunnels, the completion of the Pyatt Tunnel apparently did not meet the railroad's estimated completion date of early June 1904. In late June 1904, the *Mountain Echo* (Yellville) reported that laying the track through Marion County, which likely included the Pyatt Tunnel "will be in progress in a short time."¹⁴ As a result, it was likely July or August before the

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 Adams, pp. 24, 29.

¹³ *Ibid*, p. 35.

¹⁴ *Ibid*, p. 38.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

tunnel was finished and ready for service. The track from Yellville to Bergman, which included the Pyatt, Tunnel, was accepted by the railroad from the contractors on December 31, 1904.¹⁵

The Pyatt Tunnel has been in continuous use since its completion in 1904 and remains an important transportation link in the railroad network of northwestern Arkansas. Unlike some of the other tunnels on the line, the Pyatt Tunnel has remained stable and not required any additional work since its completion. In addition, it remains a good example of early twentieth century railroad tunnel technology. The tunnel is still the most fascinating and one of the most important parts of the former Missouri Pacific's line in Marion 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 Pyatt Tunnel in the Pyatt vicinity, one 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 Marion County area, the Pyatt Tunnel is being nominated to the National Register of Historic Places with **local significance** under **Criterion A**. The Pyatt Tunnel is also being nominated with **local significance** under **Criterion C** for its engineering significance as the only tunnel in the Pyatt area and for its reflection of early twentieth century railroad tunnel technology.

¹⁵ *Ibid*, p. 45.

Pyatt Tunnel
Name of Property

Marion County, Arkansas
County and State

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

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

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

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

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

Pyatt Tunnel
Name of Property

Marion County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>515734</u>	<u>4010696</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>516054</u>	<u>4010594</u>

3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing

4	<u> </u>	<u> </u>	<u> </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 23, 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 Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Beginning at a point 100 feet northwest of the northwest portal of the Pyatt 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 Pyatt 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 the Pyatt Tunnel.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Pyatt Tunnel
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ARKANSAS, Marion

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: 07000953

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:

**Entered in the
National Register**

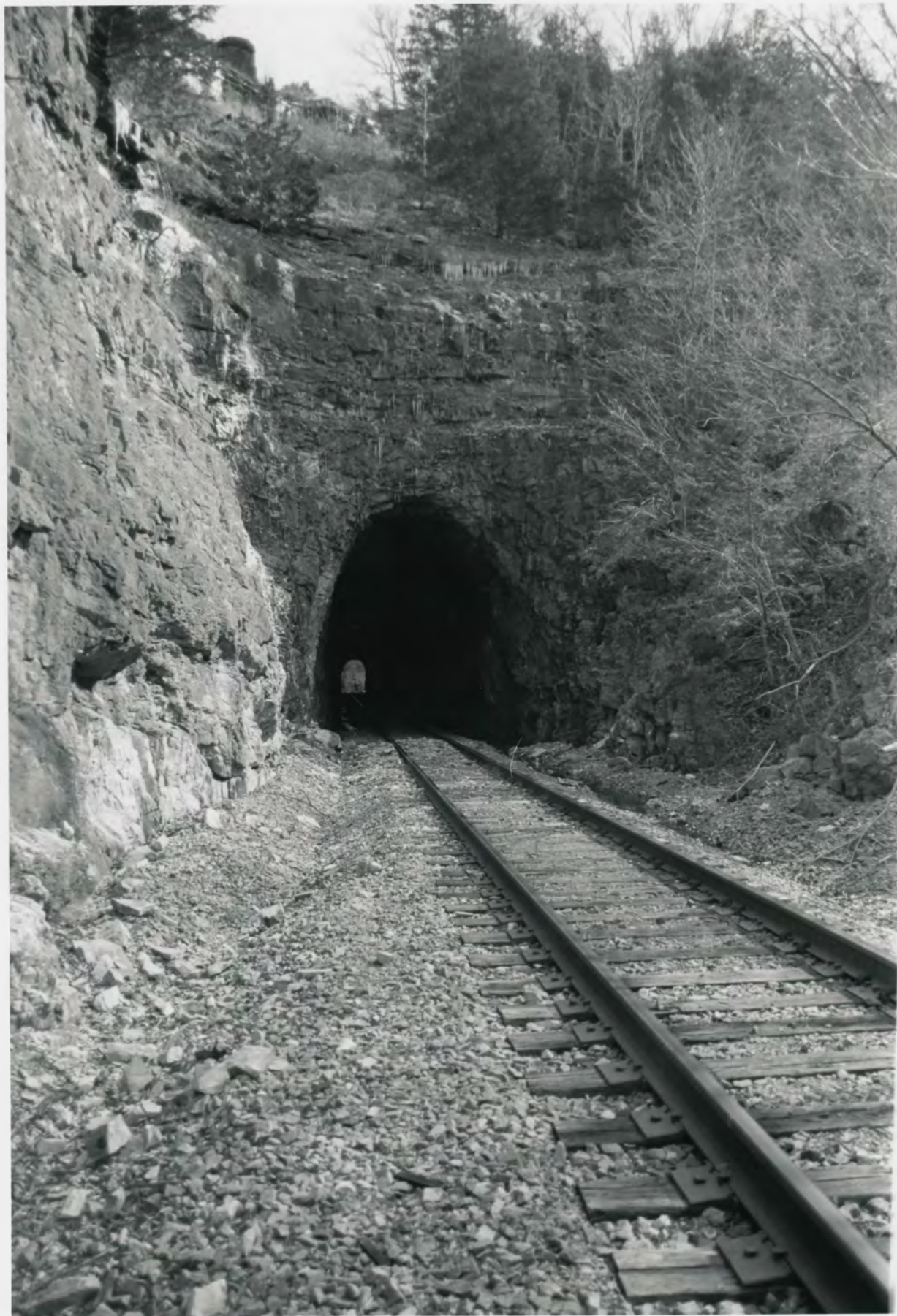
RECOM./CRITERIA _____

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.



PYATT TUNNEL

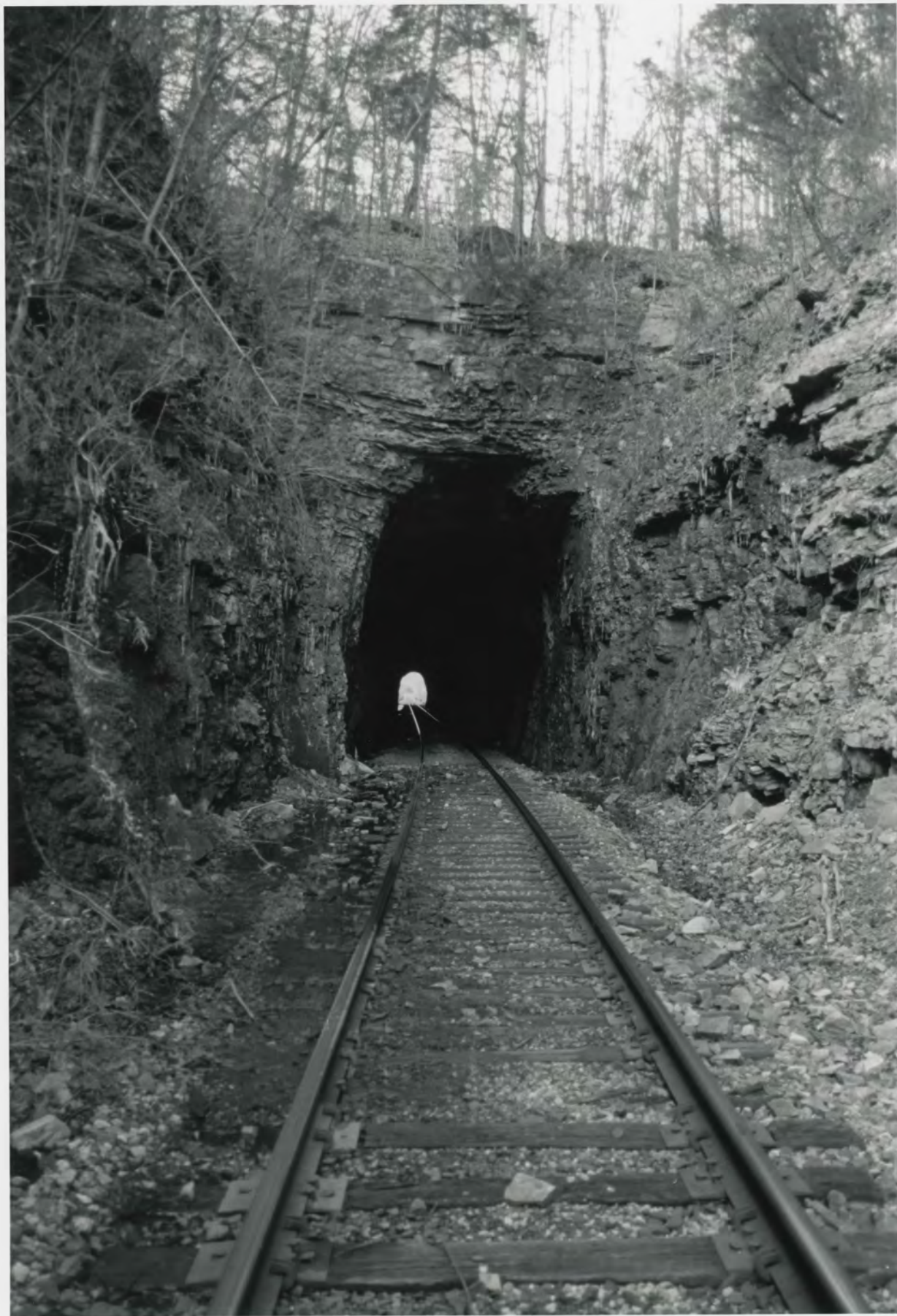
MARION COUNTY, AR

RALPH S. WILCOX

JANUARY 2007

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

NORTHWEST PORTAL LOOKING SOUTHEAST



PYATT TUNNEL

MARION COUNTY, AR

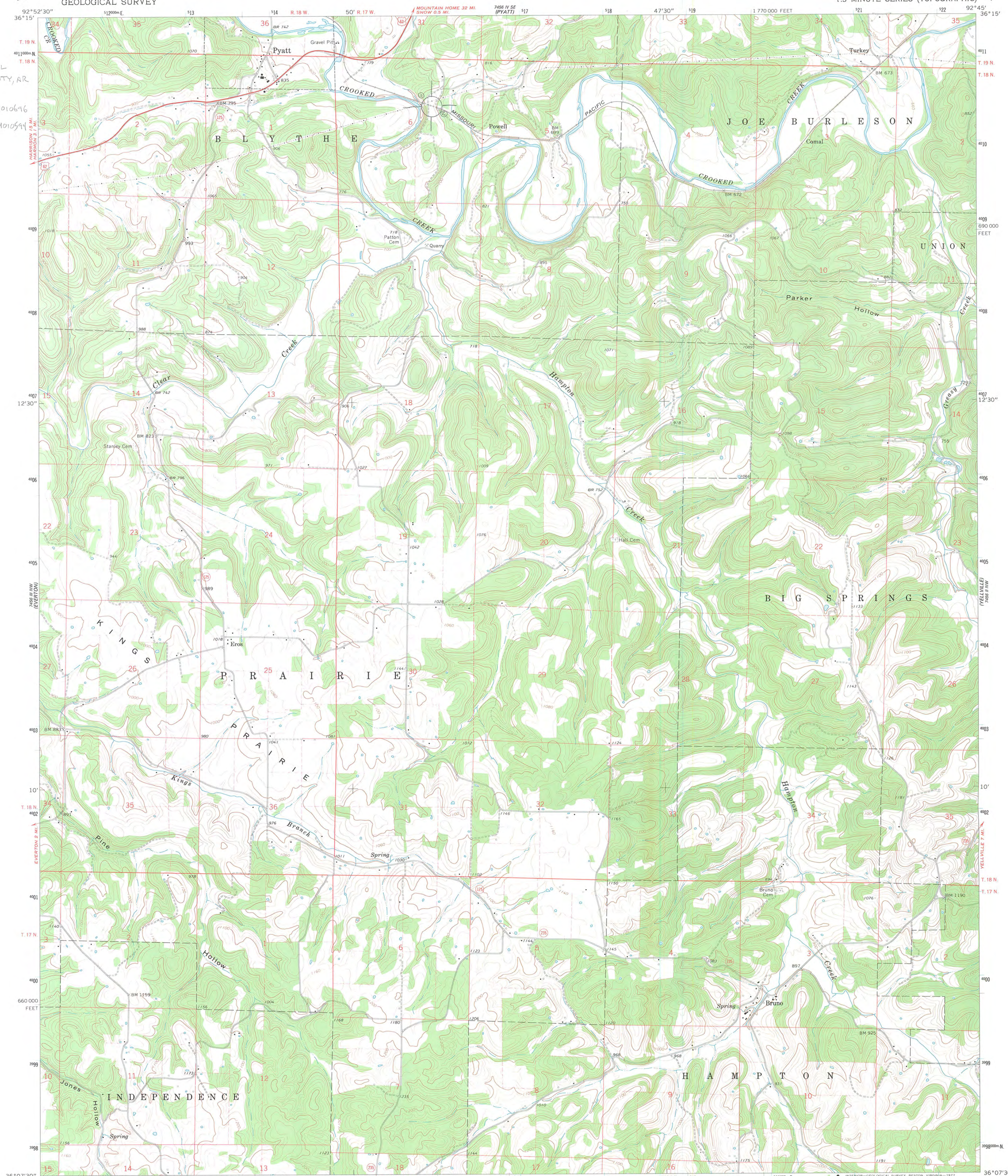
RALPH S. WILCOX

JANUARY 2007

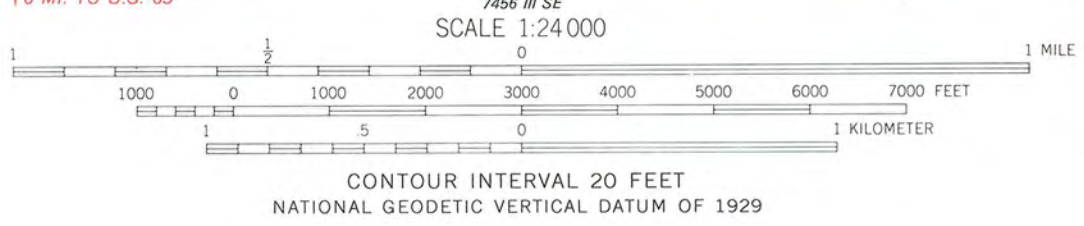
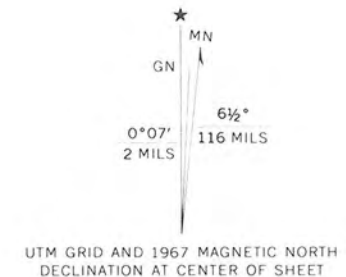
ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

SOUTHEAST PORTAL LOOKING NORTHWEST

PARATT TUNNEL
MARION COUNTY, AR
UTMs
1) 15/515734/4010696
2) 15/516054/4010594



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 base 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



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

BRUNO, ARK.
N3607.5—W9245/7.5
1967
AMS 7456 III NE—SERIES W884

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



**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

An Equal Opportunity Employer



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: Pyatt Tunnel – Pyatt vic., Marion 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