

V#0672041

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED APR 21 1977
DATE ENTERED MAR 29 1978

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC ****
Poland Tunnel
AND/OR COMMON

2 LOCATION

STREET & NUMBER *Map Poland of 1927*
T12¹/₂N R1W Sec 28, 20, and 29 NOT FOR PUBLICATION
CITY, TOWN Poland VICINITY OF 3
CONGRESSIONAL DISTRICT
STATE Arizona CODE 04 COUNTY Yavapai CODE 025

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: <u>None</u>

4 OWNER OF PROPERTY

NAME Multiple private
STREET & NUMBER
CITY, TOWN VICINITY OF STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Yavapai County Courthouse
STREET & NUMBER
CITY, TOWN Prescott STATE Arizona

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
DATE FEDERAL STATE COUNTY LOCAL
DEPOSITORY FOR SURVEY RECORDS
CITY, TOWN STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The tunnel is 8,071 feet long, 8 feet high, and 12 feet wide. The deepest point is about 1,200 feet below the surface. From the north foot of Big Bug Mesa, the tunnel runs 1,100 feet through granite. Several quartz veins were exposed, as expected, and later worked. The tunnel was dug from both ends and was designed with a slight curve about one fourth of the way from one end. In 1949, the entrances to the abandoned tunnel were filled in as a safety measure.

The tunnel entrance, high on the mountainside at an elevation of 6,500 feet, overlooks tiny Big Bug Creek at the bottom of a steep-sided, winding canyon in a heavily wooded and deer populated area of Prescott National Forest. The mining claims through which the tunnel passes are privately owned.

In front of the entrance is a leveled area extending in a rough semicircle about 50 yards from the mouth of the tunnel. East of the entrance, the old railroad bed still winds down the canyon toward Prescott. On the other side, farther up the canyon, are several summer cabins, where the town of Poland used to be. The Walker entrance is completely filled in and overgrown.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1904

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The 8,071 foot Poland Tunnel is an unusual engineering feature which played a vital part in the economic development of the Big Bug and Lynx Creek mining districts of central Arizona.

Upper Lynx Creek had been a focus of mining activity since 1863 when it was first visited by the Joseph Reddeford Walker party. The discovery of gold led to an influx of prospectors and suppliers. The inevitable result was trouble with the Indians, so a fort was established near Prescott (the brand new territorial Capital) to police the area. This was the beginning of permanent Anglo settlement in central Arizona.

Over the mountain from Walker, on Big Bug Creek, Davis Robert Poland located the Poland Mine in 1872. Development was slow until Frank N. Murphy of the Congress Mine became interested in the Poland and Walker areas in 1895. Both districts suffered from a lack of cheap transportation, so Murphy decided to extend his Prescott Eastern Railroad to Mayer in 1898.

The tunnel from the Poland side was begun in 1897 to get water for a planned mill and in 1900 a tunnel was started from the Walker side with the intention of connecting with the first one.

On the Walker side, the tunnel opened near the Mud Hole mill. By November of 1902, the tunnel had progressed 125 feet and was being constructed by hand drillers working around the clock to excavate an average of 3½ feet a day. (The workers were unhappy with their pay of \$3.50 per day and wanted it raised to \$4.00 because the legislature had passed an eight-hour day limit and the extra pay would help compensate for the shorter day.) Power drills arrived in December and the work went much faster.

The tunnel was dug from the Walker side with a 3% downhill gradient in order to meet the tunnel from the Poland side. Waste from the tunnel was used to create level building lots along Lynx Creek's banks, which were covered with boulders and brush. The Poland end of the tunnel had a 1% grade so that the five veins crossing the tunnel could be drained.

Originally, mules were used to pull the ore cars on the two narrow gauge tracks but excess dampness on the Walker side caused the ground to swell so that smaller donkeys had to be used. Eventually, the space was too small for donkeys too and a small engine was contrived. The tunnel was lit by carbide lamps. Some of the ore cars were filled with seats and used for occasional excursions of sightseers.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached list.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 3

UTM REFERENCES

A	1, 2	3, 7, 2, 4, 5, 0	3, 8, 1, 3, 2, 5, 0	B	1, 2	3, 7, 4, 5, 0, 0	3, 8, 1, 1, 3, 0, 0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1, 2	3, 7, 3, 6, 0, 0	3, 8, 1, 2, 4, 5, 0	D			

VERBAL BOUNDARY DESCRIPTION

Starting at Point A in T12½N R1W Sec 20 and following the route of the tunnel in a corridor 15 feet wide to Point B in Sec 28.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Marjorie Wilson, National Register Contract Historian

ORGANIZATION

Arizona State Parks

DATE

04-15-77

STREET & NUMBER

1688 West Adams

TELEPHONE

602 271-4174

CITY OR TOWN

Phoenix

STATE

Arizona 85007

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL XX

STATE _____

LOCAL _____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Dorothy H. Hall

TITLE

DATE 4-15-77

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST: <i>Walter Cole</i> KEEPER OF THE NATIONAL REGISTER	DATE <i>3-29-78</i> KEEPER OF THE NATIONAL REGISTER DATE <i>3-16-78</i>
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SIGNIFICANCE (continued)

In 1902, a nine mile standard gauge spur was built up Big Bug Creek to Poland, where a turntable enabled the train to reverse itself for the trip back down the narrow, winding canyon. When the tunnel was completed in 1904, at a cost of \$500,000, the railroad spur could handle the ore from both sides of the mountain. This arrangement saved the Lynx Creek area 14 miles of mountainous mule trails and the toll for using the tunnel brought in a nice bit of revenue for the Poland Mining Company.

By 1904, the Santa Fe Railroad had gained control of Murphy's Prescott Eastern Railroad plus some mills, smelters, and mining properties in the area, including a share of the Poland Tunnel. However, the Lynx Creek mines were closed in 1907 and the tunnel was inactive until 1915 when it was used for about five years to haul ore from the Sheldon Mine. In 1922, the tunnel was in business again, using motorized conveyances. In 1930, all the mines in the area closed down.

As the town of Poland dwindled, the few children there walked through the tunnel to go to school in Walker.

Local residents still used the tunnel as a shortcut until the Walker entrance began to cave in. The entrances were officially filled in and closed in 1949 although the Poland side was reopened for a short time in 1956 for exploratory work by the Ducor Mining and Milling Company, which leased the property. The suggestion has frequently been made that the tunnel should be opened for recreational use but mud on the Walker side makes that end too unstable.

The Poland community, like that at Walker, now consists mainly of summer homes.

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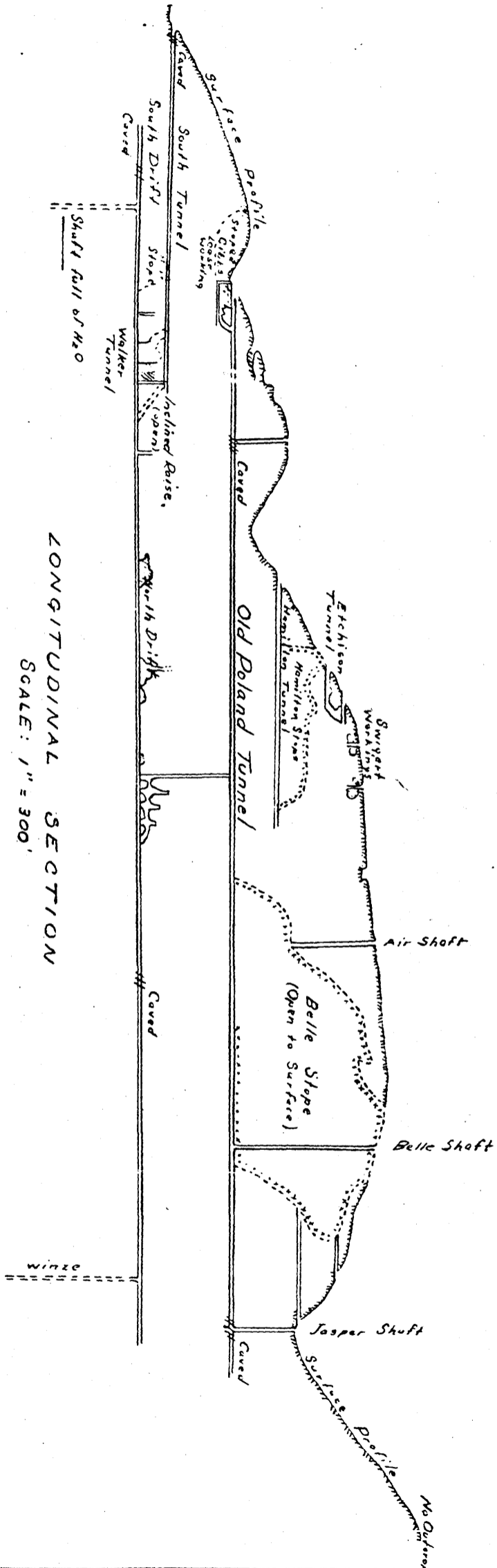
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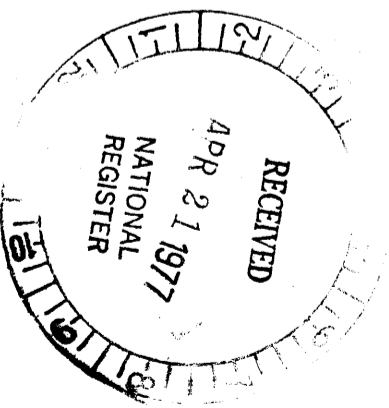
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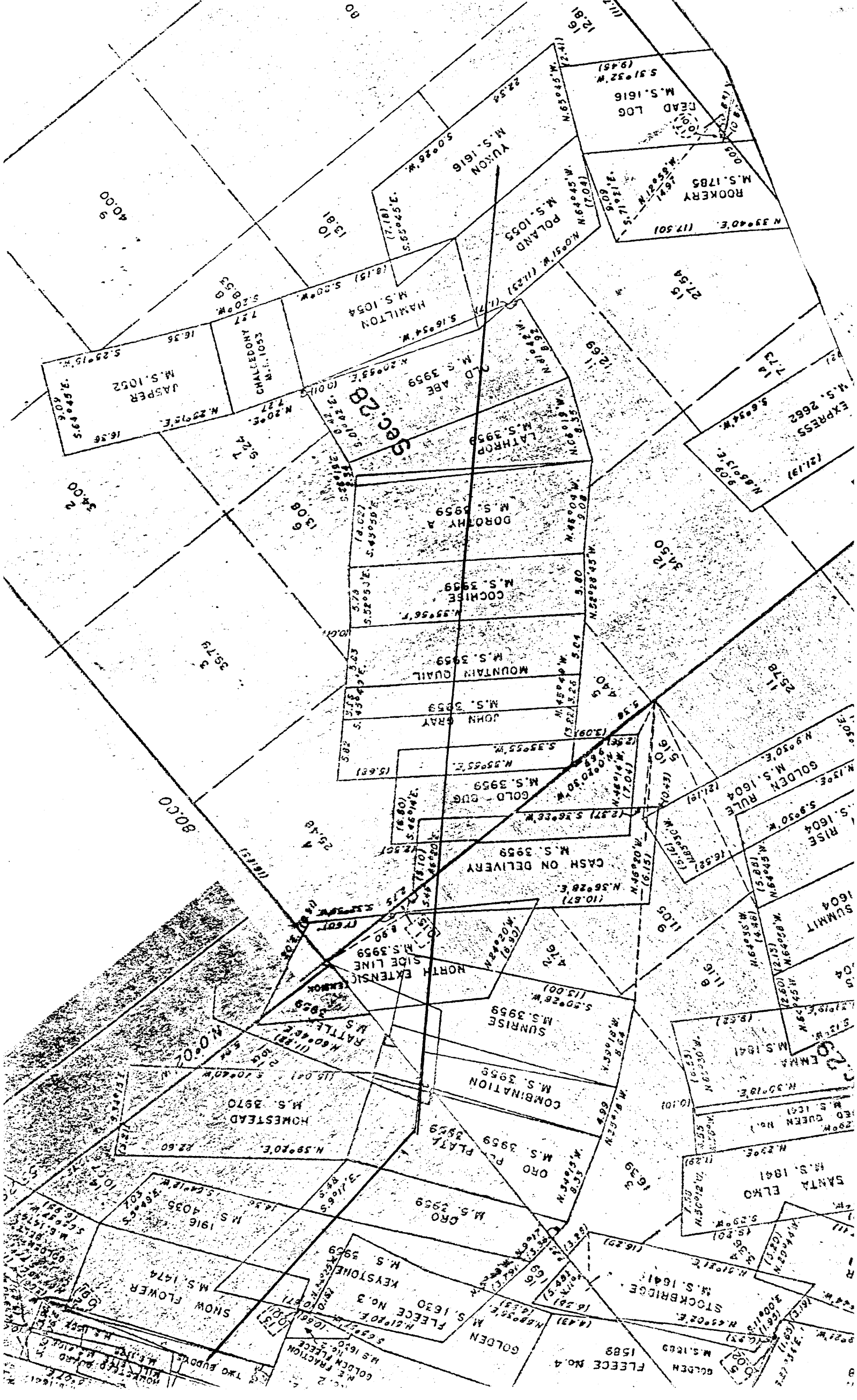


LONGITUDINAL SECTION

SCALE: 1" = 300'

POLAND MINE

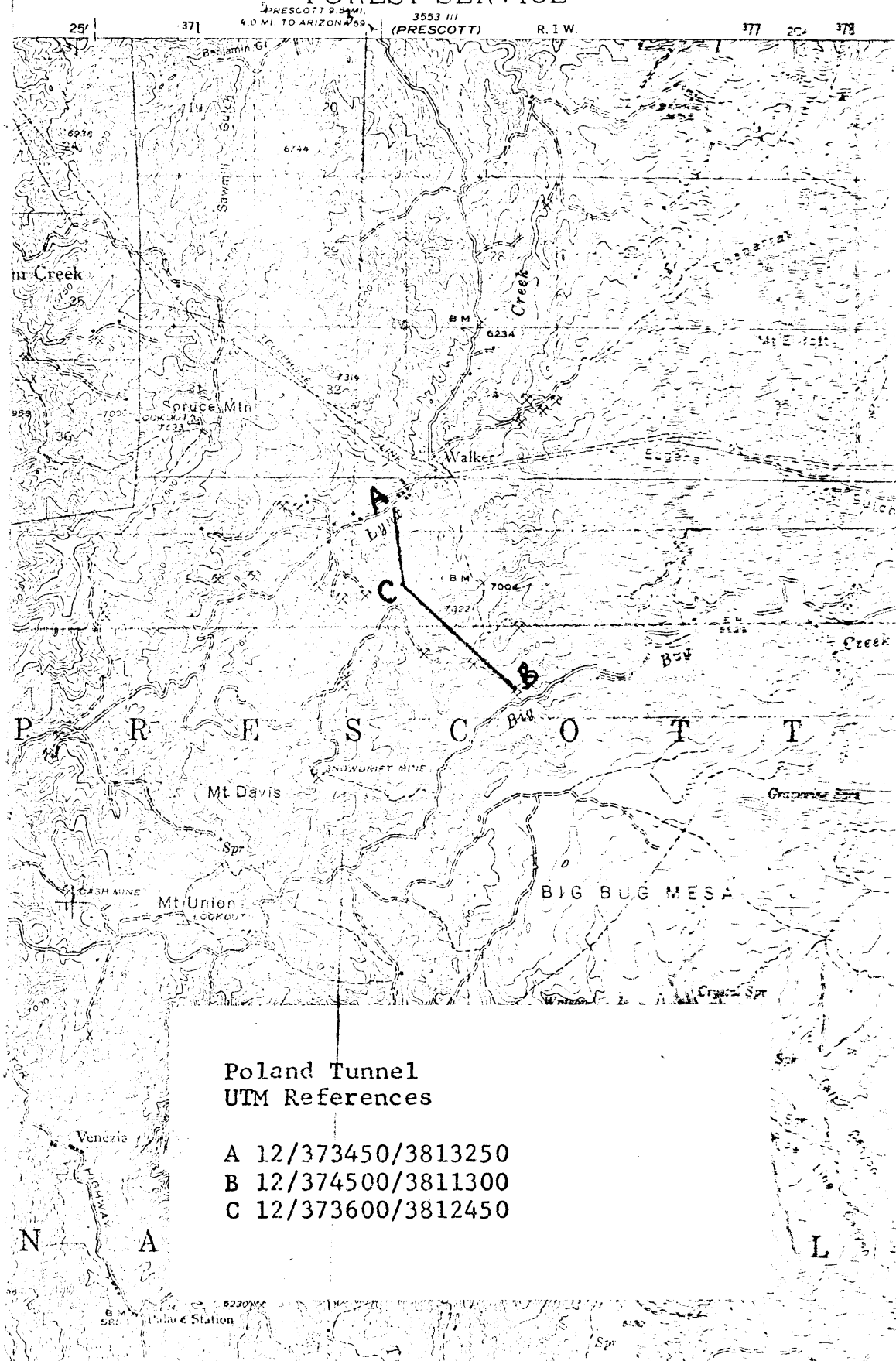




Sec. 22

Map labels include:
M.S. 1052 JASPER
M.S. 1054 HAMILTON
M.S. 1055 CHALCEDONY
M.S. 1056 OLD ABE
M.S. 1057 LATHROP
M.S. 1058 DOROTHY
M.S. 1059 COCHISE
M.S. 1060 MOUNTAIN QUAIL
M.S. 1061 JOHN GRAY
M.S. 1062 GOLD - GUG
M.S. 1063 CASH ON DELIVERY
M.S. 1064 GOLDEN RULE
M.S. 1065 RISE
M.S. 1066 SUMMIT
M.S. 1067 EMMA
M.S. 1068 SANTA ELKO
M.S. 1069 STOCKBRIDGE
M.S. 1070 GOLDEN FLEECE NO. 4
M.S. 1071 GOLDEN FLEECE
M.S. 1072 GOLDEN FLEECE
M.S. 1073 GOLDEN FLEECE
M.S. 1074 GOLDEN FLEECE
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M.S. 1097 GOLDEN FLEECE
M.S. 1098 GOLDEN FLEECE
M.S. 1099 GOLDEN FLEECE
M.S. 1100 GOLDEN FLEECE

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Poland Tunnel
 UTM References

- A 12/373450/3813250
- B 12/374500/3811300
- C 12/373600/3812450