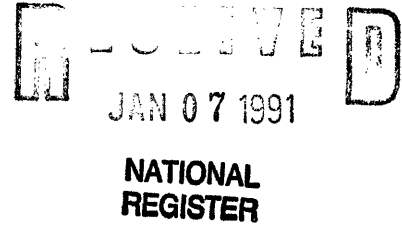


United States Department of the Interior National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Naco Border Station
other names/site number United States Customhouse, United States Inspection Station

2. Location

street & number 106 "D" Street
city, town Naco
state Arizona code AZ county Cochise code 003 AZ zip code 85260

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes checkboxes for private/public ownership and building/site/structure/object categories.

Name of related multiple property listing:
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of certifying official: [Handwritten Signature]
Date: 1/3/91
GENERAL SERVICES ADMINISTRATION
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official: [Handwritten Signature]
Date: 11/30/90
State Historic Preservation Officer
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
[checked] 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 the Keeper: [Handwritten Signature]
Date of Action: 2/19/91

6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

7. DescriptionArchitectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

foundation _____
walls _____

roof _____
other _____

Describe present and historic physical appearance. See continuation sheet

6. Function or Use

Historic Functions (enter categories from instructions)

Government: Custom house

Current Functions (enter categories from instructions)

Government: Custom house

7. Description

Architectural Classification

(enter categories from instructions)

Late 19th and 20th Century

Revivals - Pueblo

Materials (enter categories from instructions)

foundation Concrete

walls Stucco

Other (composition)

roof Wood

other

Describe present and historic physical appearance.

Summary

The Naco Border Station is a U.S. customs and immigration station on the U.S.-Mexico border in Naco, Arizona. The main building is an exceptional example of the Pueblo Revival style, constructed in 1936. The border station is a two story stucco and wood building with elaborate carved and painted decorations. Features of the building which are typical of the Pueblo style include flat roofs, battered and rounded walls, parapet walls, cutouts, terraces, verandas, roughly hewn rafters and cross pieces (vigas and latias), water spouts (canales), and hewn window lintels. There is also a porte cochere on the front of the building and a decorative, rough-hewn ladder. It has an unusually fine degree of artistry and integrity of the original design which make it unique among southern border stations and an exceptional example of Pueblo style buildings.

Location and Resources

The Naco Border Station/U.S. Customhouse is located on "D" Street in Naco, Arizona, approximately 50 yards from the United States-Mexico border. The sister towns of Naco, Arizona (population: 700 residents) and Naco, Sonora are surrounded by a broad desert plain, with distant views of steep, rocky hills. "D" Street is a main commercial street on both sides of the border. Land uses adjacent to the Border Station include a district of small businesses to the north, vacant property to the east and west, and abandoned railroad tracks to the immediate south. An abandoned railroad warehouse is nearby to the west. To the south is the Republic of Mexico border station and commercial area of Naco, Sonora.

The distinctive Border Station building fronts on "D" Street. The property also has a small lawn and shrubs, gravel parking area, and a garage and chain link enclosures located in back of the main building.

The site includes .45 acres of land and contains the following:

- The main Border Station, the contributing building.
- Two non-contributing structures including a detached garage, which has been substantially modified from an original open coal storage bin, and a detached porte cochere/carport.

Overall Appearance

The main border station building, constructed in 1936, is an impressive example of the Pueblo Revival style. It is a two story building, generally a massive rectangle with occasional irregular shapes, with covered automobile passthrough over the street in front of the building. The second floor is stepped back and the roofs are flat to emulate the terracing of authentic pueblos. The battered exterior walls are a sandy beige stucco with a battered finish and rounded edges, which simulate adobe construction.

There are many details of dark, rough hewn wood including carved beam ends, veranda railings, and a rustic ladder which leans on a roof against the second story. Unusual designs carved and painted on wood are reminiscent of patterns seen in Native American artwork. The undulated parapet creates abstract impressions of the area's Spanish Colonial heritage. The building creates an overall impression of the dwellings of the Pueblo people.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Politics/Government

Architecture

Period of Significance

1936-1940

1936-1940

Significant Dates

1936

Cultural Affiliation

Significant Person

Architect/Builder

Louis A. Simon - Supervising Architect

Neal A. Melick - Supervising Engineer

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Summary

The Naco Border Station/U.S. Customhouse is eligible for the National Register of Historic Places under criterion "a" for its role in Politics and Government as a customhouse, where U.S. policies for international political and economic relations have been directly implemented since 1902. It is also eligible under criterion "c", significant as an outstanding example of Pueblo Revival architecture. Compared to other buildings constructed in the southwestern United States, in the same style and time, and by the same agency, the Naco Border Station is an unusually fine example of artistry. The Period of Significance dates from 1936, the date of construction of the existing customhouse in Naco, through 1940, which reflects the end of the historic period, as defined by the National Register.

Historic Background

Southeastern Arizona and northern Sonora, Mexico has been an important region for the mining of copper, precious metals and semi-precious minerals since the 1880's. The Queen Mine, one of the richest copper mines in the Western Hemisphere, and the Lavender Pit Mine in Bisbee, Arizona are owned by the Phelps Dodge Corporation. In 1896, Phelps Dodge expanded its operations into Nacozari, Sonora. A rail link was needed to bring ore from Bisbee and Nacozari to a new, centrally located smelter. A site was chosen for a border crossing at what became the town of Naco. In 1898, the Arizona and South Eastern Railroad constructed a spur track to the border and a customhouse in Naco. Naco is also the northern terminus of the Cananea, Rio Yaqui, and Pacific Railroad Company. Mining machinery and supplies were transported by rail to the border crossing, and carried by wagon to Nacozari. By 1900, there were 150 houses on the American side of Naco. The U.S. Customs presence was officially established there by an Act of Congress in 1902. The first customhouse was a wooden structure located across the street (to the west) of the existing 1936 Naco Border Station.

Naco, Sonora was an important strategic target during the Mexican Revolution from approximately 1910 to 1929. According to Christiansen in The Cochise Quarterly, the U.S.-Mexican border was a source of contraband, recruits, and escape during the conflict. The violence of the Revolution sometimes endangered lives and property on the American side of the border. In 1929, an airplane intending to bomb a target in Naco, Sonora, mistakenly dropped it on Naco, Arizona, damaging a gas station and an automobile. Spectators sometimes watched the action from along the border fence or second floor balconies in Naco, Arizona. Stray bullets occasionally penetrated the walls of the original wooden U.S. Customhouse, and Customs agents took refuge in the brick U.S. Immigration office located next door. The current Border Station building was constructed in 1936.

Since the late 1960's, industry, and thus transportation, have shifted in the region surrounding Naco. The Queen Mine closed in 1947, and the Lavender Pit Mine was closed in 1975. Passenger rail service through Naco was discontinued in 1972. Today smaller mines around Bisbee and the Compania Minera in Cananea, Sonora are still active. International traffic through Naco is now related mostly to the mining industry and retail trade.

See continuation sheet

9. Major Bibliographical References

BOOKS

Blumenson, John J.-G., Identifying American Architecture, 1981, Nashville, Tennessee, American Association for State and Local History.

Burchard, John and Bush-Brown, Albert, The Architecture of America: A Social and Cultural History, 1961, Boston, Little, Brown and Company.

Craig, Lois and the Staff of the Federal Architecture Project, The Federal Presence: Architecture, Politics, and Symbols in United States Government Building, 1978, Cambridge, Massachusetts, MIT Press.

Foley, Mary Mix, The American House, 1980, New York, Harper and Row, Publishers, Inc.

Harris, Cyril M., Illustrated Dictionary of Historic Architecture, 1977, New York, Dover Publications, Inc.

Myrick, David F., Railroads of Arizona, Volume I: The Railroads of Southern Arizona, 1975, Berkeley, California, Howell-North Books.

See continuation sheet

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

Specify repository:

See continuation sheet
Bibliography

10. Geographical Data

Acrage of property 0.42 acres

UTM References

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3	4	6	7	0	0	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

Conchise County Assessor's Map: Book 102, Map 57, Parcel 040

Lot 3 of Section 19 by metes and bounds beginning at 4,872.74 feet west and 162.4 feet north of U.S.-Mexico border boundary, monument No. 92 North 02.7 feet east 190 feet south 118.45 feet northwest on curve to Route 193.2 feet to beginning and section 19, township 24, See continuation sheet
range 24, .463 acres.

Boundary Justification

1. The boundaries of the site are those indicated on the original plans for the 1936 Naco Border Station, which have not changed.

See continuation sheet

11. Form Prepared By

name/title Amy Jane Frater, Urban Planner and James C. Wilson AIA, Architect
 organization Thirtieth Street Architects, Inc. date 10/12/89 revised 12/89, 2/90,
 street & number 2821 Newport Boulevard telephone 714-673-2643 9/90
 city or town Newport Beach state California zip code 92663

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The interior contains a lobby, where most of the public activity occurs, and offices. The lobby has a counter area with wood and glass partitions on both side of the room for the customs and immigration offices, a red tile floor, and an unusually beautiful ornament around the main doors of carved and painted wood. An archway leads to the main corridor of the first floor where there are offices. More offices and storage are located on the second floor, and the basement contains detention rooms and the mechanical room.

Features of the building which are necessitated by its function as a customhouse and immigration station are blended artfully with traditional elements to create a harmonious overall design. For example, the attached porte cochere, used for primary inspections, has a flat roof and battered piers in the Pueblo style. The second floor verandas serve as corridors, separating the men's and women's health inspection areas.

There is outstanding integrity in the original features and design of the building. Since 1936, it has had few minor changes and has been well maintained.

General Features

The building is entirely faced with stucco with a trowelled sand finish. The building has a flat roof behind a continuous parapet. The structural system is reinforced concrete foundation and basement walls with first and second floor exterior load bearing walls of masonry with a stucco finish. Poured-in-place concrete beams and slabs occur at the first floor and the majority of the second floor, with the western 20 feet of the second floor composed of wood floor framing. The roof framing is all wood construction and rests on both the exterior walls and some interior load bearing wood framed walls.

The building is comprised of two stories above grade and a full basement. The first floor is shaped in a narrow "T", with a very shortened cross portion at the western end. A center corridor connects the lobby to the rear of the building (west to east) with offices and ancillary rooms located on each side of the corridor. The second floor is irregularly shaped and is generally pulled back from the first floor line to create the stepping or terracing prevalent in the Pueblo Revival style. The stair from the first floor connects to a corridor which runs perpendicular to the hall below (north and south). This hall connects to an exterior veranda at each end onto which all the remaining rooms open. On the southeast end of the second level a single room is detached from the major structure and is accessed from a roof deck which connects to the southern veranda. The basement level mimics the first floor shape and has a center corridor onto which all the rooms open. The basement has a small projection at the south end which contains two stairways which lead above grade to toilet rooms for the detention rooms.

Specific Features

The front elevation (west elevation) has three distinct vertical divisions at the main building plus a porte cochere, which extends over the northbound lane of 'D' Street and connects to a center island structure. The vertical division to the north has a two story battered wall with two centered 6/6 wood double hung windows at the first floor, a single centered 6/6 double hung window at the second floor, and a centered opening with an arched top in the Espadana, or curvilinear gable. The center vertical division contains the main building entry with a pair of single pane wood and glass doors (alteration, see below) centered in the space, with a transom above. The second floor wall is stepped back from the first floor and has two 4/4 wood double hung windows. The vertical division to the south has a centered pair of 6/6 wood double hung windows at the first floor with a two feet high by two and one-half feet wide cornerstone under. The second floor wall steps back from the first floor further than the center section, and also steps back from the perpendicular face (south) of the building. This shortened element contains two 4/4 wood double hung windows. Behind the west elevation of the main building, the stucco wall of the basement toilet room can be seen. This wall has a single 6 light wood casement window. The roof of this element and all of the flat roofs are composition roofing. The porte cochere is supported on two battered piers and the connecting roof is bordered by a continuous stucco parapet. The center island contains an enclosed station which is an addition to the building and is further described below.

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The north elevation is comprised of two vertical elements created by looking at the side of the narrow "T" plan. The western portion (the cross-top of the "T") has a two story wall with two 6/6 wood double hung windows at both the first and second floor. The eastern portion has a two story stucco facade, with an opening encompassing about half of the second story wall exposing a covered veranda. The ground floor has a single 3 panel carved wood door with a transom above, a pair of three panel carved wood doors with a continuous transom above, a single 6/6 wood double hung window directly adjacent to the pair of doors, two 6/6 double hung windows, a pair of 4/4 double hung windows, and a 3 panel carved wood door below the first floor line at a stair landing, with a 4/4 double hung window over it at the landing above (between the first and second floor). At the second level the west end starts with a parapet about three feet higher than the second floor line and continues for about thirteen feet and then steps up above the second floor roof line. Behind the parapet the detached room has a single solid wood door. The opening at the veranda has four wood columns with a continuous wood guardrail between. The second floor wall behind the veranda has a 4/4 wood double hung window, two wooden doors with 6 light panels over a solid wood panel, a pair of wooden doors with a 4 light upper glass area over a wood panel and a single 6/6 wood double hung window. Just to the east of the veranda, the roof parapet curves up about six feet into an approximately three foot wide chimney. The north elevation has a portion of the basement exposed adjacent to an exterior stairwell to the basement. This lower element contains a pair of 2 panel wood doors with a single glass pane panel above a carved wood panel, and a single 6/6 wood double hung window.

The east elevation has a two story stucco wall at the south side (approximately 1/3) with a stepped back second floor wall for the remainder. The south end of the two story wall portion curves up five feet to create a chimney. The first level has a pair of 6/6 double hung windows at each side, with a single door centered between. The door has 3 panels, the top two being glass with carved wood slats over, and the lower panel being solid wood. Behind the east elevation of the main building, the stucco wall of the basement toilet room can be seen. This wall has a single 6 light wood casement window. The stepped back second floor wall has a single 6/6 wood double hung window and a single 4/4 wood double hung window. The stepped back second floor wall has openings at each end leading to the veranda beyond. The basement wall is exposed at two light wells, with the southern well having a 6/6 wood double hung window and the northern well has a pair of 2 panel doors with a 2 light panel over a solid wood panel.

The south elevation is similar to the north elevation except the western portion of the wall steps back at the second level to expose solid stucco walls. At the first floor the west end has two 6/6 double hung windows at the narrow "T" portion. The remainder of the first floor has four single 6/6 wood double hung windows, a pair of 6/6 double hung windows separated by a solid wood column, a single 4/4 wood double hung window and a single 2 panel door with the top panel being glass and the lower panel being wood. Above the door is a transom. This door and window replace an original window and is further described below. Under the 4/4 double hung window an approximately seven foot high by 12 foot long stucco building element projects south with a continuous stucco parapet, housing the stair and toilet room from the detention rooms. At the second level, an opening to the veranda occurs with 4 wooden columns and a wooden hand rail, similar to the north elevation. The stepped back stucco wall behind the veranda contains two pairs of 6/6 wood double hung windows, a pair of wood doors with a six light upper glass panel over a single lower wooden panel and a single door with a six light upper glass panel over a single wooden panel. To the west of the veranda, a single opening in the parapet occurs and the east end of the parapet curves up to a five foot high chimney. The basement wall is exposed at two light wells. The western light well has four 12 light wood casement windows and the eastern light well has a single 12 light wood casement window.

Decorative Features

The front (east) elevation contains many decorative elements which are important features of the Pueblo revival style. While this elevation is generally more decorative, many of the elements consistently occur on all the other elevations of the buildings.

The pair of windows at the first level has an eight inch log mullion and a carved and painted wood lintel which is reflective of a Native American design. All windows in the building have curved stucco corners which turn in to the recessed wood window. The transom above the entry doors has eleven vertical wood slats, each with four carved and

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painted circular details. The lintel separating the transom from the pair of doors has eleven rectangular carved and painted details. The major wood lintel above the transom is carved and painted with a stepping Native American design. The porte cochere has exposed vigas (rafters) with exposed latias above. The parapet generally has continuous curved corners, with a Espadana or curvilinear gable containing a center opening occurring at the north end. The stucco walls are penetrated at the roof lines with exposed individually hewn vigas (rafters) of varying lengths and by wood canales (scuppers). An exposed wood ladder is angled from the first floor roof to the second floor roof to emphasize the Pueblo Revival style. All three sides of the porte cochere have an exposed wood lintel with carved painted detailing at the top and bottom.

The north and south elevations have uncarved heavy wood lintels over each window at the first floor. The veranda has exposed vigas (rafters), 12 inch log colonnade and 2 inch log balustrade. The exterior doors at the first floor have three panels of which the upper two panels are glass with wood slats over.

Interior Features

The interior of the main building has seen few major modifications since its original construction. This portion of the building is highlighted by beautiful built-in wood counters, base molding, panel doors, and door casings throughout. The lobby area is the most ornate interior area with carved and painted wood door casing surrounding the entry door, 6 inch by 6 inch red tile, and stained wood partitions at each side with four 6/6 wood double hung windows over a solid wood counter with random vertical tongue and groove planks at the base. At the opposite end of the lobby from the entry doors is an arched opening leading to the central corridor.

The first floor hallway and offices are simple painted plaster walls accented with beautiful stained wood two-panel doors, transoms, and casing. The stair adjacent to the entry lobby has an adze finished newel post with a round top and chamfered edges which are painted. The balustrade for the stair is simple wood with no detail and has secondary corner post similar in design to the newel post at the first floor.

Outbuildings

A secondary isolated porte cochere/carport was added to the north end of the building to act as a secondary vehicle inspection area. No date of construction can be determined, but it is generally assumed it was added in the 1970's. The structure consists of 10 stucco columns (5 each side) with stained wood main and secondary beams.

At the far eastern end of the site is an original coal bin which was converted to a garage in 1960. The original bin was open at the top and the modification built up the original wall to receive roof framing and a continuous flat parapet. The stucco finish matches the original and the wooden gates were left in place.

Alterations

Some minor modifications have been made to the exterior and interior of the building none of which have significantly altered the historical character of the building. Most of the changes are undocumented and the dates of modifications are unknown unless otherwise noted. The exterior modifications are as follows:

1. The modification of the original coal bin as described above.
2. The addition of the detached porte cochere at the north side as described above.
3. The addition of an inspection shelter at the west end of the porte cochere, between the two stucco piers, completed in April, 1951. The structure is wood framed with stucco finish to match the main building. It has a wood lintel across the window and door which occur on both the south and north end. The biggest intrusion to the main building is a duct which connects to a new HVAC unit located on the roof of the porte cochere (installation date unknown).
4. The main entry doors - a pair of three panel doors - on the west elevation have been replaced with a pair of single light wood doors.
5. The wood flagpoles have been replaced with fiberglass poles and the pole that was originally centered on the Espadana (curved gable) has been moved to the side wall.

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6. Wood benches on each side of the main entry doors on the west elevation have been removed.
7. A new pipe guardrail has been added to separate the walk adjacent to the building from the driveway.
8. Numerous lights, mirrors, alarms, gun rack and signs have been added to the original porte cochere.
9. Numerous lights, water heater, electrical transforms, and new electrical switchgear has been added to the exterior of the north elevation.
10. Metal grilles have been placed at grade level over the light wells at the east elevations.
11. The south elevation originally had a series of vertical concrete piers and horizontal log rails to act as a guardrail for the lightwell to the basement. These have been removed and metal grates have been placed at grade level.
12. On the south elevation the exterior door is located where a window originally occurred.

Interior alterations include the following:

1. Almost all of the original light fixtures have been replaced.
2. Original painted concrete floor has been covered with carpet.
3. A wall and door at the back of the building separating the original agricultural public space from the original agricultural inspection area has been removed.
4. A window from the original agricultural inspection room has been replaced with a door.
5. The men's and women's bathrooms at the first floor adjacent to the stair have been completely altered to be a single men's restroom with the entry door moved from the center hall to the adjacent stair landing. The two doors originally facing onto the center hall have been infilled.
6. The original men employees' toilet has been totally redesigned to be a women's bathroom. The modification caused a wall separating the bathroom from the adjacent room to the west to be moved to the south about three feet.
7. The room adjacent to the redesigned bathroom above has had the exterior window opening closed (window still exists at the exterior face) and a connecting door to the room to the west has also been covered over (the door exists in the next room).
8. At the second floor the original men's shower room has been completely redesigned as a men's restroom with showers. The door to the room has been relocated and now exits to the main interior corridor. The door from this room to the adjacent room to the east has been closed off.
9. In the basement the wood door to the immigration inactive files has been replaced has been replaced with a metal security door.
10. In the basement, the center corridor has had a wall and door added at the pilaster line.
11. A new boiler and HVAC system has been installed.

The building is in very good repair with an effective maintenance program which has successfully protected the building.

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The Naco Border Station building has been in continuous use as a customhouse and immigration station since 1936. The only significant change has been the withdrawal of the health inspection function in the 1960's. Housed on the second floor, it included a "Cyanide Room" as labelled on the original floor plans, presumably for de-lousing. The second floor has since been used for offices and storage.

On October 18, 1989, the Naco Border Station hosted the Nogales District celebration of the two hundredth anniversary of the United States Customs Service (1789-1989) and the one hundredth anniversary of the Arizona District (1890-1990), with the placing of a commemorative plaque and speeches by dignitaries including Southwest Regional Commissioner James Piatt.

The Role of the Federal Government in Naco, Arizona, 1902-1940

The Collection District of Paseo Del Norte was founded by the United States Customs Service in 1857 and included the Arizona Territory; the headquarters was located in El Paso, Texas. In that year, a customs collector was sent to open the first customhouse in Arizona at Calabasas. During these early days, there was a single mounted inspector assigned to patrol the 1200-mile southern border of the United States. Goods routinely entered the U.S. without custom inspection or payment of duties. The Collection District of Arizona was established in 1890, with Nogales as the first port of entry. Other subports were established at Yuma in 1895, Douglas in 1901, and Naco in 1902. The Collection District became the District of Nogales in 1913.

The construction of the spur railroad track to the Mexican border south of Bisbee in 1898 and the opening of the customhouse in 1902 provided new opportunities for related businesses and land speculators, giving birth to the town of Naco.

According to Payne in "History of the Nogales District", smuggling has been a problem to varying degrees since long before a customs presence was established along the southern border of the United States. During the period of 1902 to 1940, various items were carried illegally into the U.S. from Mexico such as opium, marijuana, livestock, gems, and even egret feathers. Chinese immigrants on their way to California sought to avoid immigration restrictions by entering the country illegally through Mexico. Liquor trafficking was a problem then as it is today, particularly during the years of Prohibition in America, 1920-1933.

The United States government was officially neutral during the Mexican Revolution. American soldiers were stationed along the border to control the movement of contraband and fleeing revolutionaries from 1910 to 1933; Camp Newell was established near Naco, Arizona for this purpose. However, U.S. policy permitted the movement of supplies to the Mexican Federal forces. These policies thus indirectly aided the Federal side against the revolutionaries.

Payne further indicates that the Customs Service suffered from a lack of professionalism before the early 1950's. Low pay, informal training, and periods of lax management contributed to discipline problems among some personnel, resulting in poor enforcement of customs regulations. In the 1950's, a regular training program was established in the Nogales District.

Pueblo Style of the 1936 Naco Border Station

The Naco Border Station is an outstanding example of Pueblo Revival design. This is a uniquely American regional style inspired by the architecture of southwestern Native Americans and Spanish Colonialism (Whiffen, American Architecture Since 1780). Burchard and Bush-Brown in The Architecture of America document the interest in the 1920's and 1930's in the design traditions of native peoples from other areas of the Americas, such as Mayans and Aztecs, leading to an appreciation of Pueblo architecture as America's first example of cubism with its cliff-like blocks of massive shapes.

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The Naco Border Station building was funded by the Public Works Administration (PWA) and designed by the Public Buildings Branch of the Procurement Division of the U. S. Treasury Department. Louis A. Simon, whose name appears on the dedication plaque on the Naco Border Station, was the Supervising Architect (SA) of the Public Buildings Branch, and probably had only supervisory involvement in the design process. It was the policy of the SA's office not to publicly recognize staff designers. As noted by Short and Stanley-Brown in Public Buildings and Craig in The Federal Presence, federal building projects of the 1930's often reflected regional design traditions. For example, projects in the southwestern states were frequently designed in Spanish revival styles, while structures along the Atlantic seaboard recalled colonial influences. Other public buildings constructed with PWA funds in this period utilized the Pueblo style in Arizona, New Mexico, and Texas, including a courthouse and jail, hotel, national forest ranger station, and schools. However, the Naco Border Station is set apart by its unusually fine artistry and exceptional integrity of its original features. A few PWA facilities were patterned after other Native American building traditions, such as the Indian Council House in the Navajo Capital at Window Rock, Arizona. At the same time, many other federal projects were designed in "WPA Modern", a Moderne style based in classicism, or 'starved Classicism' as it is called by Craig.

Five border stations were built in the Nogales District (comprised of the state of Arizona) in the 1930's. At Nogales, Douglas, and San Luis the designs reflected a Mission Revival theme, and all three have been either removed or substantially remodelled. The station at Sasabe is designed in a New England style, unique among border stations in the southwest. The Naco station is the only one on the southern U.S. border to be built in the Pueblo style.

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