



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 instruction 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 classifications, 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 Babb-Piegan, Montana, Inspection Station

other names/site number Piegan Border Station and Quarters, Piegan Apartments, 24GL1075

2. Location

street & number U.S. 89 near United States and Canada Border not for publication

city or town Babb vicinity

state Montana code MT county Glacier code 035 zip code 59411

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 forth 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.

Mark Rodolph FOR FPO 2.23.2006
Signature of certifying official/Title Date

U.S. GENERAL SERVICES ADMINISTRATION
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.

Mark F. Spaulder, SHPO 8/30/2005
Signature of commenting or other official Date

MONTANA STATE HISTORIC PRESERVATION OFFICE
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):

Edson H. Beall Signature of the Keeper Date of Action 4/12/06

Babb-Piegan, Montana, Inspection Station
Name of Property

Glacier County, MT
County and State

5. Classification

Ownership of Property
(check as many as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

- private
- public - local
- public - state
- public - Federal

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	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:

N/A

N/A

6. Function or Use

Historic Functions
(enter categories from instructions)

Current Functions
(Enter categories from instructions)

GOVERNMENT/Customs House

DOMESTIC/Multiple Dwelling

DOMESTIC/Multiple Dwelling

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

OTHER: National Park Service Rustic

foundation: CONCRETE

walls: WOOD/Log

roof: ASPHALT

other: STONE

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

See continuation sheets

Babb-Piegan, Montana, Inspection Station
Name of Property

Glacier County, MT
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.

Areas of Significance
(Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance
1933 - 1955

Significant Dates
N/A

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 a birthplace or grave
- D a cemetery
- E a reconstructed building, object, or structure
- F a commemorative property
- G less than 50 years of age or achieved significance Within the past 50 years

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Brown, A. Paul/
National Park Service
United States Treasury Department

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

9. Major Bibliographical References

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

- Previous documentation on file (NPS):
- preliminary determination of individual listing (36CFR67) 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: _____

Babb-Piegan, Montana, Inspection Station
Name of Property

Glacier County, MT
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

1 12 325920 5429202 (NAD 27)
Zone Easting Northing

2 _____

3 _____
Zone Easting Northing

4 _____

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 Allison Dahlin, Historic Preservation Specialist

organization General Services Administration date September 10, 2004

street & number PO Box 25546, DFC Bldg. 41 telephone (303) 236-8000 x2275

city or town Denver state CO zip code 80225

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

name United States Government, General Services Administration – Rocky Mountain Region

street & number Denver Federal Center, Bldg. 41 telephone (303) 236-8000 x2275

city or town Denver state CO zip code 80225

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 listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 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, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Introduction

The Babb-Piegan, Montana, Inspection Station is a symmetrical two-story building with garage located in the vicinity of Babb, Montana near the United States and Canada border. Historically used as a customhouse and multi-family residence, it is now solely used as a multi-family residence – now known simply as the Piegan Apartments – as a larger customhouse was built in 2000 to handle increasing traffic attributed, in part, to nearby Glacier National Park. Built to resemble a log cabin in the platform frame method of construction, the Babb-Piegan, Montana, Inspection Station has undergone several alterations and additions throughout its history. Nevertheless, the building is in good condition and retains many items of historic integrity and interest despite these changes.

Setting

The Babb-Piegan, Montana, Inspection Station is located in a rural setting approximately one-fourth of a mile south of the United States and Canada border within the Blackfeet Indian Reservation. The land the building sits on was purchased from Marie Paisley Brown, a Blackfeet Indian, in 1930. Over forty-two acres of land were purchased for the purpose of building a customhouse to inspect international traffic traveling on U.S. 89. This highway brings travelers to St. Mary, the eastern entrance of Glacier National Park, located eighteen miles to the south. The closest town to the building is Babb, Montana, ten miles to the south; Cardston, Alberta, Canada is twenty miles to the north and is a gateway to Calgary, Alberta, Canada.

The building is located on a small portion of the land originally purchased, sitting on a rectangular lot approximately 234' x 96'. The setting has changed in recent years since the construction of the new inspection station, and the historic Babb-Piegan, Montana, Inspection Station is currently bounded by U.S. Highway 89 on the east, Snow Drift Alley to the west, and Chief Mountain Circle to the north and south; this is also the boundary for National Register nomination purposes. The main facade faces east and overlooks U.S. 89, a two-lane paved highway, and is setback approximately forty feet from this road. The lot is flat and contains numerous paved driveways and sidewalks leading to the building along with several young deciduous trees; the nearby roads contain no curbs or gutters. While the area is very rural, a number of new single-family residences have recently been built behind the Babb-Piegan, Montana, Inspection Station. Serving as residences for the inspectors who work at the newly-built inspection station to the north, these houses are located where a janitor's cabin, fuel shed, pump house, and incinerator were historically located; there are no out buildings currently associated with the nominated property.

General Characteristics

The Babb-Piegan, Montana, Inspection Station is a nearly symmetrical two-story building with a basement and an attic. The building is of platform frame construction and rests on a poured concrete foundation; the foundation is faced with natural stone where exposed. The building has two chimneys, also faced with natural stone. There are two attached garage wings on the building, at the north and south facades, each historically having three bays; however, one of the garage bays on the southern wing has been incorporated into an apartment when the building changed to a solely multi-family residence in 2000. There are currently four

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apartments in the building. This somewhat irregular rectangular building was designed by A. Paul Brown of the National Park Service and was built in 1933 in the National Park Service Rustic architectural style. It is approximately 144' x 35' in size, has a side gable roof, and resembles a log cabin.

Exterior Description

With the exception of the two garage bays that employ the use of full-log construction, nearly all of the exterior walls of the Babb-Piegan, Montana, Inspection Station are faced with half-logs. There are, however, two additions to the rear of the building (west facade) which use a simple overlapping horizontal wood siding, similar to colonial siding. All of the siding has been painted dark brown with heavy white chinking in between the logs. The chinking is cement, historically consisting of one part Portland cement to two parts sand with a small amount of sawdust for retardment. All of the exterior wood elements are of Douglas Fir or Redwood. There are three side-gable roofs to the building: one over the main building and one over each of the attached garage wings, all covered with composition asphalt shingles that resemble wood shingles from a short distance. The building has two identical chimneys on each of the gable ends, the north and south facade, both of which are faced with uncut natural stone. While a variety of window types exist on this building, the main window type is 6/1 wood double-hung, many of which are fitted with aluminum storm or screen windows.

The east facade is the main facade of the Babb-Piegan, Montana, Inspection Station and faces U.S. Highway 89. A wide concrete sidewalk runs the length of the building, connecting the two concrete driveways at each garage wing. There were historically two main front doors leading into the customs and immigration space within the building, but the northern-most of these two doors has been partially filled in with rounded wood siding, leaving only an opening for the modern 1/1 single-hung aluminum window. This siding is of a smaller scale and profile than the original log siding, and has no chinking in between. The main entry door that does still exist is not original to the building, and is a simple wood core door with one vertical vision light and an aluminum storm door over it; an access ramp leads up to this door. Two additional doors are located on this facade, each of which is situated on a garage wing with an outer aluminum storm door. These two doors are similar in appearance to a batten door in that they are constructed of vertical boards, but are held together with decorative pieces of horizontal iron rather than using diagonal wood bracing. Both of these doors have a vision light in their upper portion consisting of four panes of glass and appear original to the building. These two doors are accessed from three stone and cement stairs, and all doors on this facade have a carriage-style light illuminating them at dark. There are three white aluminum garage doors on the northern garage wing, and two white aluminum garage doors on the southern garage wing. The two garage wings – which have more of a setback from the road than the main portion of the building does – were historically identical having three bays separated by half-log columns resting on a concrete base, but the northern-most bay on the southern garage wing has been incorporated into an apartment. This bay now consists of two 1/1 aluminum single-hung windows with a stationary pane of glass in between, making up a triple window, and is now sided with the same new smaller-scale rounded wood siding as found elsewhere on this facade. Other windows on this facade include two sets of identical first story casement windows on either side of the original main doors, both of

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which have two casement windows with a fixed pane in between, making up a triple window, and two sets of double 6/1 wood double-hung on the second story fitted with white aluminum screen windows over them.

An interesting feature on this facade is the two identical sets of doors on the second story that historically opened up onto the original canopy overhang where vehicles would stop for border crossing inspections. Both sets of doors are French doors, and consist of an inner door and an outer door, and are similar to the wood batten doors found elsewhere on this facade. Unlike the other batten doors that are natural in appearance, these French batten doors have been painted white like the rest of the window trim on the building. Both of the two northern-most doors of this set consist of two large panes of glass, while both of the southern-most doors consist of twelve small panes of glass. Likewise, the two sets of inner doors both consist of twelve small panes of glass. These doors no longer open out to anything, however, as the historic canopy overhang has been removed, and metal bars are now in place between the inner and outer door on both sets of doors for safety concerns. Two of the thick log columns that supported this overhang remain, and flank the two original main door openings with a concrete and stone slab between them, acting as a stair to reach the doors. There is now a single piece of horizontal board covering where the canopy attached to the building, and is recessed back from the profile of the log siding. At the corners of the building, the logs become full width and are saddle-notched with two decorative angular cuts at the ends and rests on stone base. While the roof does not have much of an overhang, there are many exposed log rafter tails with a straight-cut end. This is the only facade of the building that has a system of gutters and downspouts. The foundation is not readily visible on this facade.

The west facade is the rear of the building and faces Snow Drift Alley and new residential construction. A paved parking area comes off the east side of Snow Drift Alley, allowing car parking nearly abutting the building. Most of the utility hookups are located on this facade. While some modifications have been made on this facade, the two-story main portion of the building appears to be historically intact. Likewise, all of the windows appear to be original on this main portion, and are all 6/1 wood double-hung; it appears they all are fitted with aluminum storm windows. There are seventeen of these windows total and are in a nearly symmetrical arrangement. Nine of these windows are located on the first story, three of which are a single window at each end and one in the center, with two triple sets of windows in between the center and each end window. The remaining eight windows are on the second story, four of which make up a double window and are each flanked by a single window in a symmetrical plan. While all of these windows are 6/1, there are two different sizes of windows on this main portion of the building. The single windows on the first story and the two center windows on the second story are squatter than the others, which appear to be of the standard window size. An additional nine light fixed-pane window is located in the stair shaft to the basement, but is not readily visible from grade. Additionally, a wood batten door is located at the bottom of these stairs and appears to be original. This stairway is currently the only access route to the basement, as the interior basement staircase has been removed. From this staircase, the concrete foundation is visible, and is faced to the soil line.

While the main two-story portion appears historically intact, several modifications have been made to the one-story projections off of this facade. These projections were historically one-story storage rooms for fire wood,

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one for each of the original two apartments located within the Babb-Piegan, Montana, Inspection Station. These identical small rooms had an open porch off of them and served as the back entrance to these apartments. Having the same full log construction as the garage and general appearance as the rest of the building, these two projections historically and currently have a shed roof covering them and are covered with the same composition asphalt shingles that are typical to the building. These two rooms have been added onto, however, and are no longer original in their exterior appearance. It appears as though the northern-most of these two projections was made slightly wider and larger by enclosing the porch. This similarly happened to the southern-most of these two, but the addition now runs the full length of the garage wing making the west facade of the southern garage wing no longer visible; the west facade of the northern garage, however, is still visible and seems original in its appearance. This northern garage wing has four six-light wood awning windows on its west facade, all fitted with six-light wood storm windows, and has the half-log siding with heavy chinking and the saddle-notched logs at the corners, as is typical to this building. There is one double-window located on the northern wood room projection, both of which are 1/1 vinyl single-hung. These windows are squat and are almost square. As the southern projection is larger, running the entire length of the garage wing, it has more windows. The west facade of this projection has eight windows and one door. The eight windows are allocated to two double-window sets and a four-window set. Both of the double-window sets are the squat 1/1 vinyl single-hung as found on the northern projection, and the four-window set is comprised of two stationary single light windows in the center and flanked by two 1/1 vinyl single-hung windows; these windows appear to be of standard size. The door is a modern vinyl and wood core door with no window and has an access ramp leading to it. Both of these projections are sided with wide overlapping horizontal boards and are painted the same color as the rest of the building. The siding and roof is similar to the northern projection, and the foundation is also faced with natural stone where exposed. The shed roofs have exposed rafter tails but, are composed of simple 1" x 6" truss boards rather than logs. Both projection's foundations are faced with natural stone where exposed.

The north and south facades are very similar to each other, with the main difference being the larger addition to the west facade of the southern garage wing. Because of this, the north facade retains more of its historic associations than the south facade does. This north facade is comprised of eleven windows and one door. Two of these windows are found on the on the garage bay, seven are found on the two-story main portion of the building, and the remaining two are found on the north facade of the historic southern-most wood room on the west facade. The windows found on the historic wood room and on the garage are all 6/1 wood double-hung fitted with wood twelve light storm windows. Likewise, the one door is found on the wood room, and is a modern wood core door with a large vertical window and fitted with a vinyl storm door. This door has one concrete slab stair with two metal railings on either side of the slab and a small sidewalk leading to it. The remaining windows are found on the two-story main portion of the building, consisting of one triple-window grouping on the first story, a double-window grouping on the second story, and a square horizontally-sliding window on the second story. Aside from this square horizontally-sliding vinyl, the remaining windows are all the typical 6/1 wood double-hung windows and are fitted with aluminum screen windows. The remaining window is located in the attic space in the gable end and appears to be a six-light hopper window fitted with a

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six-light storm window and batten wood shutters. Above this attic window is a louvered, decorative triangular air vent. Similarly, this type of vent is found in the gable end of the garage, as is an attic window. However, the glass has been taken out of this attic window and replaced with a wood board, and is therefore not counted in the total number of windows on this facade. The gable end roofs on this facade have several exposed truss rafter tails that are the same logs as found elsewhere on this building. Additionally, there is a stone chimney on this facade that is faced with natural stone and is located between the garage and the main building.

The south facade is nearly a mirror image of the north facade, but has one additional 1/1 single-hung vinyl window located in the garage addition. This garage addition is another difference between these two facades, as the addition on this south facade is larger than on the north, as previously described above, and has a small satellite dish attached to the log siding. All of the window types and locations, along with the one door, are on the same locations as the north facade, only reversed; however there are no storm windows fitting the 6/1 wood double-hung garage windows. This south facade has an identical stone faced chimney, attic vent, and attic window batten shutters.

Interior Description

Corresponding to the general symmetrical appearance of the exterior of the building, the interior plan of the Babb-Piegan, Montana, Inspection Station was historically divided into two spaces – one half for customs purposes, one half for immigration purposes – and were a mirror image of each other incorporating both public and private spaces. However, since this building has seen a recent change in use resulting from the construction of a new border station in 2000, the former public spaces of the now historic border station have been incorporated into two additional apartments, eliminating the overall mirror image of the historic interior space. There are currently four apartments in the building, known now as the Piegan Apartments.

One of the new apartments is located in the former customs and immigrations public space in the front of the building. Historically there were two doors leading into this space, one for customs and one for immigrations, with a wall in between. This wall was removed possibly in 1955 when other changes to the building occurred, leaving the two doors to lead into essentially the same space. Customs and immigrations each had their own counters for work space on either half of the room, which were removed during this space's incorporation into an apartment. Currently, only the southern-most of these two doors remains intact, as the other door opening has been made into a window. The door now opens into the apartment's living room, which retains much of its historic feeling. This living room has two sets of windows, both of which are triple windows with one set being historic, and maintains the heavy massing of half-log beams and ceiling trim; fire suppression sprinklers have been placed in these beams. The interior walls are clad with rounded vertical wood with a natural varnished finish, and mimic small half-logs. This same wall material is used for window and door trim. A former door opening in the west wall of the living room, which historically lead into one of the original apartments, has been filled in with the same type of interior wall material and matches in feeling and association. A kitchen counter island and cupboards has recently been installed where the wall divided the two customs and immigrations spaces historically. The window that was made from the former door opening now serves as a kitchen window,

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and modern kitchen appliances, more cupboards, and vinyl flooring has been installed. While this kitchen is not historic to this building, this space retains the heavy half-log beams and ceiling trim that are found throughout this apartment. A wall has been added north of the kitchen to make a bedroom, and separates the apartment's public and private spaces. This bedroom is on the opposite end of the apartment from the living room, and has the retains much of the same feeling and use of materials as the living room, as the two spaces were historically mirror images of each other. This includes the infill of the door opening on the west wall that historically led into the northern apartment. The bedroom also has two sets of windows, both of which are triple sets, and has the same wood wall material as found in the living room. Both the bedroom and living room are carpeted, with a ceiling fan in the bedroom and modern decorative light fixtures in the living room and kitchen. A door located between the kitchen and living room spaces leads into a hallway where the bathroom for this apartment is located. This vertical board batten-type door is historic to the building and originally led to the basement stairway. This stairway has been removed, however, leaving the basement accessible only from the exterior. Storage closets with bi-fold doors have been installed in the staircase's place. At the end of this hallway is the bathroom, and is the location of the bathroom original to this space. This bathroom has one window and has been upgraded with modern fixtures.

The other new apartment to this building has been made by incorporating the northern-most bay of the southern garage wing and the southern-most historic wood storage room and its subsequent addition into living space. This addition to the wood storage room contained the building's public restrooms, and was added to the building in 1955. This small apartment has a bedroom, living room, kitchen, and bathroom, and is accessed from a door on the west facade of the building. This apartment contains little to no historic material.

The remaining two apartments in the Babb-Piegan, Montana, Inspection Station are historic to the building and retain their likeness to each other from the historically symmetrical plan of the building. They are nearly a mirror image, being identical in spatial arrangement and feeling, and differ mainly in kitchen appliances and orientation. These two apartments are each two stories, having the living room, kitchen, and dining alcove on the first floor, and the bedrooms and bathroom on the second floor. Both living rooms retain the original picture rail, but have been modernized with ceiling fans, additional electrical outlets, acoustical ceiling tiles, and new carpet. Both contain a triple-set of windows and overlook the new construction to the west of the building. Both living rooms also contain an invasive fire suppression system with pipes coming in and out of the walls. This fire suppression system continues into the kitchen, where the most changes to these two apartments have occurred. A fireplace was historically located in each of the kitchens and have both been covered up with wood siding. Although both kitchens contain this wood siding, the siding in the northern-most apartment has been painted white while the kitchen in the southern-most apartment remains its natural color. Both kitchens have vinyl flooring, a double window set, and have an exterior access door that leads into the enclosure made from the historic back porch. The dining alcove has one window and connects the kitchen to the living room. Likewise, a front entryway and stair hallway also connects the kitchen and living room. These front entryways are the historic main entrances to the apartments and each contain two small coat closets. The two stairways appear to retain their original banisters and newel posts, both of which have a diamond-shape decorative

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carving. Both stairs do a three-quarter turn to reach the second floor where three bedrooms and one bathroom is located in each apartment. Two bedrooms are located on the east side of each apartment while the remaining bedroom and bathroom are located on the west side. All bedrooms are of similar size with a closet and all retain what appears to be the original baseboard trims. All second floor ceilings have been modified with ceiling tiles and modern light fixtures, but retain the double set of historic 6/1 double-hung windows that are typical to this building. Also, one bedroom in each apartment shares a wall, and it is these two bedrooms that have the door that opened up onto the canopy roof over hang historically. Each apartment has a linen closet at the end of the second floor hallway and a less invasive fire suppression system than found in other parts of these two apartments.

While the attic is not readily accessible, the basement of the Babb-Piegan, Montana, Inspection Station is accessible and contains much of its historic spatial arrangements and material. Historically, the basement was accessible from both the interior and exterior of the building. Currently, however, the basement is accessible only from the exterior staircase, as the interior basement staircase has been removed. The basement has a concrete floor and walls and retains several storage areas and cell corridor, complete with two holding cells having small bar windows in the doors. Several historic sinks remain in the basement, one in the laundry room and one in the boiler room. It appears that many of the historic mechanical features of the building remain, including an oil storage unit and furnace, and share space with the many updated mechanical features that have occurred to the building over the years. Historically there were five light wells providing natural lighting for the basement. These windows in the light wells were six-light hopper double windows and still remain virtually intact. One of the windows was changed to a smaller single-light fixed window, perhaps allowing ventilation for a dryer as there is some damage to the wall under this window. However, all but one of these light well windows on the south facade has been covered up and no longer supplies the basement with sunlight. Additionally, the window in the exterior stairway leading to the basement door remains intact, and is the 6-light window typical to the basement. The basement door is a wood batten door, similar to those found elsewhere on the building, and appears historic.

The interior of the two historic wood storage rooms are different from each other in overall size and historic integrity. While smaller than the southern-most wood room, the northern wood room retains most of its historic appearance inside its addition including doors, windows, and full-log construction. Additionally, it retains its original purpose as a storage room, although not historic in its exterior appearance due to this addition. The interior of the southern wood room does not contain any items of historic fabric as it has been incorporated into several modifications throughout the building's history. It does, however, retain a 10/1 wood double hung window with half-log construction that was historically an exterior wall over looking the original back porch before this area was enclosed in 1955.

Both of the Babb-Piegan, Montana, Inspection Station garage wings retain much of their historic fabric. While they are no longer identical in appearance due to the northern-most bay on the southern wing's incorporation into one of the new apartments, both retain the full-log construction and half-log columns separating the bays.

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The interior spaces appear mostly original with the exception of electrical upgrades, and the northern-most of the two garage wings still contains the original windows fitted with exterior storm windows.

Alterations and Additions

There have been numerous additions and alterations to the Babb-Piegan, Montana, Inspection Station throughout the course of the building's history. Perhaps the earliest alteration to the building was the reconfiguring of the customs and immigration public space area in the front of the building by removing the center wall between the two, although the date for this alteration is unknown. Another early alteration to the building was in 1955, when the southern-most wood storage room on the west facade was converted into public restrooms. In 1971 the original log canopy overhang was replaced by a metal canopy with concrete piers to accommodate the growing size of private vehicles and commercial trucks. In 1981 an addition occurred to the public restrooms, creating a vestibule entry area; a similar addition was added to the northern-most wood storage room and former porch. At some point the public restrooms were made handicap accessible, although the year for this alteration is now known. Furthermore, it is unknown when the garage doors were switched to metal, possibly being faced with logs historically, and the addition of aluminum storm windows and doors to the building. Between 1999 and 2000 the former public spaces of the building were incorporated into the two new apartments in the building and included removal of the public restrooms and interior staircase, installing and updating kitchen appliances and lighting, removing the metal canopy overhang, incorporating the northern-most garage bay on the southern garage wing into an apartment, and placing new paving and pathways around the building. Also possibly occurring at this time was the installation of the composition asphalt shingle roof, replacing wood shakes, and the covering-up of the two interior fireplaces, although it is not known why the fireplaces were covered up.

Outbuildings

Historically, there were several outbuildings associated with the Babb-Piegan, Montana, Inspection Station, including a janitor's cabin, pump house, and fuel shed. All have been removed, however, and there are currently no outbuildings associated with the building for National Register purposes.

Landscape Descriptions

The landscape of the Babb-Piegan, Montana, Inspection Station does not contain any contributing landscape elements. Any landscaping elements that were historic to the building and site were removed between 1999 and 2000 when the building stopped functioning as a border station. There are two new roads that surround the building, Snow Drift Alley to the west and Chief Mountain Circle to the north and south. Along with U.S. 89, these roads contain the site for National Register nomination purposes. Within this boundary are several new and immature deciduous trees. These trees are spaced apart from one another and surround the building on the north and east elevations. The site appears to have been planted with grass seed along with native grasses. A new rustic wood post fence has been placed close to U.S. 89, and acts as a buffer between the building and the highway. Two new paved driveways lead up to each of the garage bays from Chief Mountain Circle, and a wide concrete path connects the two driveways in front of the building against the east facade. Two concrete

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planting beds are underneath each first story triple-window set on the east facade and currently contain no plantings besides weeds. Two mature evergreen trees are located on the west facade and are growing nearly against the building. Additionally on the west elevation are two small paved parking areas with sidewalk coming off of Snow Drift Alley. New street lights are at the two corners of Snow Drift Alley and Chief Mountain Circle, and can likewise be found near U.S. 89.

Conclusion

The Babb-Piegan, Montana, Inspection Station has undergone several changes throughout the course of its history resulting from the evolutionary changes necessary when a public building caters to automobile traffic. Although it has seen numerous alterations and additions over the years, it nevertheless retains a significant portion of its materials and workmanship, conveying a sense of rusticated construction in its rural setting. While no longer in use as a border station, the building maintains many of its original spaces and associations of historic integrity including location, feeling, and association, making it of historic interest and importance worthy of inclusion in the National Register of Historic Places.

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The Babb-Piegan, Montana, Inspection Station is a significant resource relating to the history and changing lifestyle trends in the United States during the first half of the twentieth century. Located near Babb, Montana on U.S. Highway 89 directly south of the United States and Canada border, the building represents a time when favored modes of transportation were shifting, leading to the ultimate domination of the private automobile. Built in part as a response to the growing popularity and subsequent automobile traffic to nearby Glacier National Park, the Babb-Piegan, Montana, Inspection Station was designed by National Park Service architect A. Paul Brown and is a fine example of National Park Service Rustic architecture with the concept of harmonious design within nature. Completed in 1933, the Babb-Piegan, Montana, Inspection Station is being nominated to the National Register of Historic Places under Criterion A and C for its role in transportation and tourism developments and its significant architectural design.

The area encompassing Glacier National Park was a little known wonderland before its inception into the National Parks system in 1910. Long inhabited by the Native American tribes of the region, the first documented glimpse of the area was provided by the Hudson Bay Company in early 1790.¹ Visited only by a handful of Euro Americans in the first half of the nineteenth century due to its location in remote northern Montana and the reputed viciousness of the Blackfeet Indians, the area that would become Glacier National Park was inaccessible to much of the American population. Beginning in the mid 1850s, however, numerous surveys of the region took place for potential railroad routes to the area. Still, it would not be until 1874 when Lt. John Van Orsdale was in the area for government surveys that the potential of the region was realized. Appreciating its natural beauty, Orsdale became sufficiently impressed with the scenery to write a letter suggesting that the area be made a national park.² With Yellowstone National Park founded only two years earlier in 1872, Orsdale believed he found another national treasure warranting park status. While the popular attitude of giving government protection to unique, scenic, or otherwise valuable land was gaining momentum, more than two decades would pass before Glacier National Park was established.³

As more tracks were laid, the Great Northern Railroad began to approach the area that would become Glacier National Park by the late 1880s. By 1891, subsequent railroad construction along the southern end of Glacier opened the area to settlement and homesteaders, and created interest as a potential tourist attraction.⁴ Knowing the scenery could be a profitable resource, the area's settlers began to cater to affluent railroad travelers by providing food and lodging, as well as boat rides in nearby Lake McDonald. While the settlers were acting as hosts and guides, it was Great Northern Railroad who soon took full advantage of the area as a tourist destination. The Great Northern Railroad was in constant competition with other railroads, particularly with the Northern Pacific Railroad who grandly advertised their accessibility of the Yellowstone region.⁵ Not to be outdone, James J. Hill, president of Great Northern, began to be a champion for the establishment of the Glacier

¹ Curt W. Buchholtz, *Glacier County: Montana's Glacier National Park* (Helena, MT: Montana Magazine, Inc., 1983), 28.

² *Ibid.*, 30.

³ _____, *Man in Glacier* (West Glacier, MT: Glacier Natural History Association, Inc., 1976), 44.

⁴ *Ibid.*, 45.

⁵ *Ibid.*

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area as a park. A bill to establish the creation of Glacier National Park was introduced in December 1907 and eventually was passed by President William Howard Taft in May 1910. While some homesteaders feared loosing their land, the argument for the preservation of Glacier's scenery and wildlife seemed clear as requiring park status.

As soon as the park bill was signed, Great Northern Railroad began immediate construction projects. Under the command of Louis W. Hill, James J. Hill's son, Great Northern began the advertising campaign of "See America First," bringing thousands of people to the West at a time when increasing unrest before World War I reduced the enthusiasm for European travel.⁶ Understanding that the affluent travelers coming to Glacier on his railroad required comfortable and attractive lodging, Hill invested much time and money into constructing several chalet-type lodges between 1911 and 1917, which are still a commanding presence within the park today.⁷ Hill's railroad would remain an important aspect of bringing people to Glacier National Park but would ultimately take second seat to the construction of roads and highways in the next two decades.

By the time Glacier National Park was established in 1910, the popularity of the private automobile was already taking shape. With the introduction of the assembly line and the resulting drop in price, automobiles became more widely accessible. Although some of the more affluent visitors to Glacier had their automobiles shipped with them on the railroad in years prior, the demand for roads leading directly to Glacier National Park were increasing with every passing year. In 1930 U.S. Highway 2 opened along the southern boundary of the park, bringing visitors to the area from the east and west. The pinnacle of Glacier's road building endeavors, however, was the Going-to-the-Sun Road, opening in July 1933 and intended for the great masses of the people.⁸ This road cut through the heart of the park and began to alter the way visitors explored the park. Instead of spending a week or month in the park as the affluent visitors had before, now visitors of average income could experience the park in a day, seeing Glacier's highlights on this single road. It became an overnight success and was soon estimated that ninety-five percent of the park's visitors centered their visit along this road and confined their entire park stay to the two to four hour drive in and out of the park.⁹ Visitation to Glacier increased with the completion of the Going-to-the-Sun Road, with 40,000 visitors in 1925 when construction on the road started, to 210,000 visitors in 1936, three years after its completion.¹⁰ With the opening of these two roads, Glacier National Park became a new and attractive objective for transcontinental automobile travel.¹¹

Further increasing the popularity of Glacier was its inception into the Waterton-Glacier International Peace Park formed with Waterton Lakes National Park in Alberta, Canada in 1931. Travelers now had added reason to

⁶ Mary Jane Massey Rust, *Historic Hotels of the Rocky Mountains* (Niwot, CO: Roberts Rinehart Publishers, 1997), 78.

⁷ Bill McMillon, *Old Lodges and Hotels of Our National Parks* (South Bend, IN: Icarus Press, 1983), 18.

⁸ Buchholtz, *Glacier County*, 36.

⁹ Buchholtz, *Man in Glacier*, 59.

¹⁰ *Ibid.*

¹¹ *Ibid.*

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cross the international border and a station was needed to inspect this traffic. The site for the Babb-Piegan, Montana, Inspection Station was acquired through deeds from Marie Paisley Brown, a Blackfeet Indian, in 1930.¹² This land was ideally situated for the border station in that it was located on the west side of U.S. Highway 89, the “Blackfeet Highway” – a well-traveled road crossing the international line, and was eighteen miles north of St. Mary, the eastern entrance to Glacier National Park. The border station was designed by A. Paul Brown of the National Park Service in the National Park Service Rustic architectural style, a little known movement in American architecture lasting between 1916 and 1940.¹³ The National Park Service Rustic style can take many forms, from a pioneer log cabin to an Indian Pueblo to a New England Salt Box, but whatever its form, it has an obviously intensive use of hand labor and a clear rejection of the regularity and symmetry of the industrial world.¹⁴ This rustic style may be traced back to Andrew Jackson Downing’s widely distributed *Cottage Residences* where he had publicized his ideas on “picturesque” landscapes and the importance of nature in architectural design. Mary Elizabeth Jane Coulter’s work in the early 1900s in Grand Canyon National Park can additionally be seen as a forerunner to the National Park Service Rustic style, as her designs emphasized the natural and cultural beauty of their surroundings by using local stone and Native American themes. Furthering this “rustic” movement were the designs of Frank Lloyd Wright and Henry Hobson Richardson, who used natural materials in their building designs where the building forms responded to their sites, and several California architects, such as Bernard Maybeck, who coordinated buildings to harmonize with the landscape.

Designed by Brown in 1930 and built in 1933, the Babb-Piegan, Montana, Inspection Station resembles a log cabin. The two-story building was financed by the United States Treasury Department and fits well into its rural setting. Despite its ties with the United States Government and the National Park Service, it appears none of President Franklin Delano Roosevelt’s work relief programs took part in the building’s construction. There is evidence that the Civilian Conservation Corps (CCC) was in Babb, Montana in 1933, but it appears the building was finished before the CCC participated in the area’s building activities.¹⁵ As a conservation army who performed simple manual labor, the CCC was not a major builder of rustic buildings in its early phase. It was thought the skills required in rustic construction were too complex for efficient execution by the young and generally unskilled enrollees.¹⁶ Park staff began to experiment with the use of CCC crews in small building projects in 1934, however, and soon after the CCC played a major role in construction at Glacier National Park until the program was abolished in 1942.¹⁷

Despite its proximity to popular Glacier National Park, the Babb-Piegan, Montana, Inspection Station was just one of forty eight border stations built in the 1930s along the entire United States-Canada border from Vermont

¹² Vincent P. Brady, Babb-Piegan Border Station, 3.

¹³ William C. Tweed, Laura E. Soulliere, and Henry G. Law, *National Park Service Rustic Architecture: 1916-1942* (San Francisco: National Park Service, 1977), 10.

¹⁴ *Ibid.*, i.

¹⁵ Rod Paisley, *Chief Mountain Tales* (Lewiston, MT: News-Argus Printing, 1993), 9.

¹⁶ Tweed, 76.

¹⁷ *Ibid.*, 91.

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to Washington, and at selected locations along the Mexican border.¹⁸ Before the construction of these facilities border and customs procedures took place in other federal buildings, such as post offices and court houses, as the majority of federal funding for border facilities went to major seaport cities. It was not until 1920 when border stations away from bodies of water were seen as necessary, partly due to new Congressional legislation, but more so due to the profound impact to transportation by the private automobile. The need for the enforcement of laws along the border grew as cross-border mobility for bootleggers, alien-smugglers, tourists, and the rest of the population was greatly affected by the automobile and federal and state programs to improve roads.¹⁹ To improve the physical circumstances under which customs and immigration laws were enforced along the borders, over \$700,000,000 was appropriated for the construction of new public buildings during the 1930s, including border stations, under control of the Treasury Department.²⁰

These new border stations had a prototypical architectural style and site layout, making use of a symmetrical building with a canopy extending over the main elevation where traffic would stop. The interior of the building was divided equally between custom and immigration purposes, with long counters separating general space at the entrance of the building upon which paperwork was processed. The rear portion and any upper floors of the building were used for living quarters of the customs and immigration inspector's families, and basements generally contained storage areas and detention cells, with the necessary system equipment of the building. The border stations were provided with garage space, generally consisting of two separate wings, for storage of the inspector's own vehicles on the northern wing and secondary inspections of traveler's automobiles in the southern wing. Commonly consisting of several bays, the floor of at least one of the bays on the southern wing would contain a long and narrow pit from which an inspector could examine the underside of a vehicle.²¹ The exteriors of these buildings were constructed primarily in brick in a simplified Georgian Colonial Revival style, a popular style in both the private and public sectors the United States society at the time.²² There were a few locations where the standard plans were somewhat modified to reflect their cultural or physical surroundings, however, including the Babb-Piegan, Montana, Inspection Station. Due to its proximity to Glacier National Park and design assistance from the National Park Service, the building housing the facilities at Piegan incorporates the standard plan of border stations, but uses half-logs as siding to be more in harmony with the surrounding area, evoking a rustic log-cabin appearance. While border stations in other areas of the United States possess the unique architectural character of their surroundings, such as "Spanish" themes in California and Arizona, the Babb-Piegan, Montana, Inspection Station is the only border stations that incorporates this unique log-cabin design into its building style.²³

¹⁸ *U.S. Border Stations, Vermont: Historic Preservation Plan* (East Orange, NJ: Louis Berger & Associates, 1994), 1.

¹⁹ *Ibid.*, 5.

²⁰ *Ibid.*

²¹ *Ibid.*, 7.

²² *Ibid.*, 8.

²³ *Ibid.*

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The Babb-Piegan, Montana, Inspection Station was in continuous use from the completion of its construction in 1933 – the building’s period of significance, until 2000, when a new border facility was built. Built by the General Services Administration, the government agency who overtook responsibility of federally owned buildings in 1949, the new facility is to the north of the original building, is situated closer to the international boundary, and is of a much larger size to handle the increasing traffic associated, in part, with Glacier National Park. Although the building has no criteria considerations as set forth by the National Register, the historic Babb-Piegan, Montana, Inspection Station building has now been relegated solely as a multi-family residence, with two additional apartments using the former public spaces of the building, and ultimately affects the building’s overall integrity. Now known simply as the Piegan Apartments, the building has been recently incorporated with new residential construction to the west for use by the new facility’s inspectors and their families, affecting the surrounding area and changing the overall historic setting of the area. Regardless of these changes, the Babb-Piegan, Montana, Inspection Station illustrates one variation of the border station design from the 1930s, retaining many of its internal spatial arrangements, overall massing, and stylistic treatments.

While its historic integrity has been somewhat lessened due to its changed use, the Babb-Piegan, Montana, Inspection Station is nonetheless a noteworthy building to the history of the United States. Under National Register Criterion A, the building exemplifies the many changing trends in American lifestyles and the proliferation of the automobile during the first half of the twentieth century. It represents the emergence of land borders as the principal gateway into the United States, an improvement in road numbers and quality, and an increase in personal mobility and tourism. Under Criterion C, the Babb-Piegan, Montana, Inspection Station symbolizes a new form of building erected in response to the changes in American way of life, and a new interpretation of this building type with the emergence of the National Park Service Rustic architectural style in response to its natural surroundings. Because of its conclusive significance to the history of the United States, the Babb-Piegan, Montana, Inspection Station should be highly considered for listing in the National Register of Historic Places.

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Verbal Boundary Description

The boundary of the nominated property lies inside the forty-two acres purchased by the United States Treasury Department from Marie Paisley Brown in 1930 and is within N ½, NE ¼, SE ¼ of Section 1, Township 37 N, Range 14 W. The building is located on a small portion of that land, approximately 234' x 96,' and is bounded by U.S Highway 89 on the east, Snow Drift Alley to the west, and Chief Mountain Circle to the north and south.

Boundary Justification

The boundary of the nominated property was chosen because the three roads surrounding the property – U.S. Highway 89, Snow Drift Alley, and Chief Mountain Circle – provide a clear boundary for the property. The area within these roads encompasses the full extent of the significant resources and land making up the Babb-Piegan, Montana, Inspection Station.

Photographs

- All photographs were taken July 2004 by Allison Dahlin, GSA
- GSA Region 8 retains original negatives

Photograph #1

- exterior of the Babb-Piegan, Montana, Inspection Station; north facade

Photograph #2

- exterior of the Babb-Piegan, Montana, Inspection Station; east facade

Photograph #3

- exterior of the Babb-Piegan, Montana, Inspection Station; south facade

Photograph #4

- exterior of the Babb-Piegan, Montana, Inspection Station; west facade

Photograph #5

- exterior of the Babb-Piegan, Montana, Inspection Station; west facade