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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name U.S. Inspection Station—East Richford, Vermont
Other names/site number East Richford Inspection Station

2. Location

Street & Number Route 105A/ 357 Glen Sutton Road Not for Publication N/A
City or Town Richford Vicinity N/A
State Vermont Code VT County Franklin Code 011
Zip Code 05476

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. (See continuation sheet for additional comments.)

Signature of certifying official [Signature] Date 7/23/14
Federal Preservation Officer U.S. General Services Administration
State or Federal Agency or Tribal government

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title [Signature] Date 9/30/2013
VERMONT STATE HISTORIC PRESERVATION OFFICER
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] Date of Action 9.10.14
 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):

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u> </u>	<u> </u> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
U.S. Border Inspection Stations, States Bordering Canada and Mexico

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Government Office</u>
<u>Government</u>	<u>Custom House</u>
<u>Domestic</u>	<u>Multiple Dwelling</u>
<u> </u>	<u> </u>

Current Functions (Enter categories from instructions)

Cat: <u>Government</u>	Sub: <u>Government Office</u>
<u>Government</u>	<u>Custom House</u>
<u>Vacant/Not in Use</u>	<u> </u>
<u> </u>	<u> </u>

7. Description

Architectural Classification (Enter categories from instructions)

Late 19th and Early 20th Century Revivals/Colonial Revival

Materials (Enter categories from instructions)

foundation	<u>CONCRETE</u>
roof	<u>SYNTHETIC/asphalt shingle</u>
walls	<u>BRICK</u>
walls	<u> </u>
other	<u>WOOD (windows and doors)</u>
	<u>GLASS (windows and doors)</u>
	<u> </u>

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

Please see Section 7 Continuation Sheets.

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.
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.
- C
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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.

Areas of Significance (Enter categories from instructions)

Architecture
Politics/Government

Significant Person (Complete if Criterion B is marked above)

N/A

Period of Significance

1931–1940

Cultural Affiliation

N/A

Significant Dates

1931 (original construction)
1940 (historic period alterations)

Architect/Builder

Wetmore, James A.
Simon, Louis A

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register (9/12/1986)
- 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: National Archives and Records Administration (NARA)

10. Geographical Data

Acreage of Property 1.2

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	690068	4986992	3		
2				4		

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Name/Title	Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian	
Organization	ICF Jones & Stokes	Date <u>July 2011</u>
Street & Number	811 W. 7 th St., Suite 800	Telephone <u>(213) 627-5376</u>
City or Town	Los Angeles	State <u>CA</u> Zip Code <u>90017</u>

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

Photographs

Representative photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name		
Organization	U.S. General Services Administration, Region 1	Telephone <u>(617) 565-8100</u>
Street & Number	10 Causeway St., Room 900	
City or Town	Boston	State <u>MA</u> Zip Code <u>02222</u>

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing 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. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to range from approximately 18 hours to 36 hours depending on several factors including, but not limited to, how much documentation may already exist on the type of property being nominated and whether the property is being nominated as part of a Multiple Property Documentation Form. In most cases, it is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form to meet minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, 1849 C St., NW, Washington, DC 20240.

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*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section 7 Page 1

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

Description

Location and Setting

The U.S. Inspection Station—East Richford is located off the west side of state route 105A in the town of Richford, Franklin County, Vermont. The front elevation faces eastward. A non-associated residence with accompanying barns is situated southeast of the property. The rest of the immediate area is open, consisting of rolling hills, trees, marshland, and a floodplain for the Missisquoi River, which runs just north of the property line, and delineates the border between the United States and Canada. A tributary to the Missisquoi runs behind the property. The East Richford station is in the Village of East Richford, Town of Richford, Franklin County, Vermont. Richford is a small Town with a present population of 2,300 people.¹

Exterior Description

The U.S. Inspection Station—East Richford is a rectangular plan, 2-story, 5x2-bay inspection station done in the Colonial Revival design system. It features a side gabled, gambrel roof, and solid bearing brick in an American bond pattern. On either side of the inspection station is a 1-story, 4-bay garage wing clad in American bond brick, and topped with a hipped gable roof. A flat roofed metal porte-cochere that covers two lanes is affixed to the front elevation of the inspection station. The front elevation of the inspection station faces east, and the total building program runs axially south-north.

Across the entire first level of both the inspection station and garage wings are 12/12 woodframe double hung windows, each inset into the wall and framed with ogee style cornice inset framing. Each window is topped with gauge brick jack arching that is centered with a large marble decorative keystone. Marble sills underscore all of these windows. Symmetry is a prominent feature, both of the front elevation and of the total program. The front elevation features five bays. The center of these bays is the entry program, which features a pair of painted wood entry doors, each of two panels with an upper panel of nine light glazing. Original bronze cross-bar hardware is still present upon these doors, as is an original "Office" sign in a bracketed, Moderne-style font upon the northern of the two doors. Above each door is a single panel transom, which is still extant above the southern door as a light of privacy glass in a wood frame. The transom above the northern entry door has been replaced with an air conditioning unit. Doors and their transoms are inset into a wood paneled unit that is ornamented with thin, square shaped classically detailed pilasters that have paneling within their shaft and within their capital. These pilasters appear at either end of both doors, and between them is a thin recessed decorative panel. The pilasters frame the two entries and are the end components of the total entry program. The entry design program is topped with a continuous cornice molding that runs across both entries. Directly above the entry program is a gauge brick jack arch centered by a marble keystone, which protrudes out at its upper portion.

At the front elevation on either side of the entry are two bays of 12/12 woodframe double hung windows. Each of these bays is inset into the wall with ogee molding. Just as above the front entrance, these window bays are crowned

¹ <http://www.city-data.com/city/Richford-Vermont.html>

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with gauge brick jack arching centered with an oversized marble keystone. Marble sills underscore these windows. In the lower corner at the northern portion of the front elevation is a marble information plaque. Brick quoins accentuate each corner of the front elevation. Also present affixed at either end of the front elevation are bronze rain gutters, connected to the building by bronze brackets that feature a floral motif.

Above the front elevation is a side gambrel roof covered in asphalt shingle. The eave of the roof is underscored by painted wood ogee molding. Within the lower portion of the roof at the front elevation are 5 gabled dormers. Each dormer contains an 8/8 woodframe double hung window with molded trim and a keystone. Each window is topped with a latticed pattern lunette window head. On either side of each window within the dormer are square shaped pilasters with classical detailing and paneling within the shaft and the capital. The lower and upper portions of each pilaster capital are enclosed in a running cornice that continues across the top of the dormer cheeks, where it encloses a frieze. There are returns at each upper cornice. Below this frieze, the cheeks of each gable are clapboard clad. At either end of the ridgeline atop the roof are one of two large brick chimneys that feature a thin brick running course and a concrete crown.

The eastern/frontal portion of each lower level side elevation features a 12/12 woodframe double hung window accented in a similar manner to those at the front elevation first level. A brick stringcourse tops this portion of the side elevations. The western-rear portions of the Inspection Station's lower level side elevations are connected into the garage wings. Stepped copper flashing is present above where the roof of the garage wing meets the side elevation. The upper level of the both side elevations is treated identically. In the frontal portion is an 8/8 woodframe double hung window topped by a latticed pattern lunette window head identical to those found in the dormers. The lunette portion is circumscribed in vertical brickwork with a marble keystone centered above it and smaller marble blocks at either spring end. Beneath the gable peak of each side elevation is a blank, square marble slab underscored by a brick sill. On either end of it are thin, vertical attic vents, each underscored with brick sills and crowned with flat arch work. Ogee style cornice molding underscores the gambrel roofline at each gable end. Below this are molded gable returns that continue from the front and rear elevation molding.

The rear elevation of the East Richford Inspection Station is five bays wide. The rear portion of the building drops in grade, revealing a tall, poured concrete basement level that contains a single light, 4-panel door rear entrance and three inset 8-pane woodframe hopper windows across the basement level. The northern two bays of the first level rear elevation feature 12/12 woodframe double hung windows accentuated in a manner similar to those at the front elevation. The center bay of the rear elevation features a square marble slab about 2'x2' situated flush with the upper portion of the adjacent window bays. Below this slab is an elevated wood entry door with nine-unit upper panel glazing. It is accessed by a concrete staircase with metal pipe railing. The southern two bays of the rear elevation are obscured by a rectangular plan, wood sided enclosed areaway that appears to be a later addition. This areaway is of standard board and batten pattern siding and features 2-panel glazing in each of the combined four window bays present at its west and south elevations. A 2-panel, 9-glazed wood entry door is present at its north elevation. The areaway is raised on open concrete stilts. Within the rear elevation roof run five dormers of an identical design to those described atop the front elevation.

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The garage wings are virtually identical to each other, and are connected to the northern and southern sides of the inspection station. Each wing is of four bays. A semicircular brick arch of undulating brick 2:1 header and stretcher voussoirs, and centered with a marble keystone, surrounds the upper portion of each garage entry. The spring below the arch is of a repeating stretcher course in a vertical placement that runs across the entirety of the front elevation of each garage wing except for where garage doors are present. In the southern wing, the garage doors are only present in the southern two bays. The bay closest to the Inspection station has been altered with brick infill and the bay south of that has a 12/12 woodframe double hung window. The north wing garage bay closest to the inspection station features a 6/6 woodframe double hung window with gauge jack arching and a centered keystone. The bay to the north of this features a single panel door with a glass unit inset within its upper portion. Across the front elevations of both garage wings, square columns are present between each bay and these columns are clad upon their corners in painted metal corner guards. The outer corners of both garage wings feature brick quoins and bronze rain gutters with a floral bracketing detail. The outer side of each garage wing corresponds to a sunken grade, and acknowledges this through the presence of a poured concrete basement level. At the outer side of each garage wing is a pair of 12/12 woodframe double hung windows, each pair inset into one cornice molding program. Each pair is topped with gauge brick jack arching and a centered marble keystone in a manner similar to most of the other 12/12 windows across the building. Each pair of windows is underscored with a continuous marble sill. A continuous concrete basement level that also runs across the rear elevation of the inspection station underscores the rear elevation of each garage wing. Each of the four bays indicated at the rear elevation of each garage wing contains a 12/12 woodframe double hung window accented in a manner similar to those explained in the front elevation of the inspection station. The one exception is that in the southern garage wing rear elevation bay closest to the inspection station, the window well is filled in with brick and a thin, 2/2 woodframe double hung window set in simple wood framing and underscored with a marble sill is present. In a manner similar to the front and rear elevations of the inspection station, the hipped gable roof of each garage wing is underscored with ogee style cornice molding and a running fascia. Upon the garage wings the upper course of this molding protrudes out, and inset beneath it is a second course of it that is applied directly upon the brick elevations.

The porte-cochere of the East Richmond Inspection Station covers two lanes, and is a metal, flat roofed replacement supported by six square metal posts. Beneath the porte-cochere are low, round curbed concrete islands between lanes and a recent metal walled kiosk.

Interior Plan and Features

The first floor of the East Richmond Inspection Station is divided into a frontal public half at its eastern portion, and a private half at its western rear portion. The frontal half itself is divided in half, with an Immigration office in the southern portion and a Customs office in the northern portion. Each of the two adjacent entries corresponds to each of these offices. Each entry opens onto a small public lobby with a floor covered in fire flash red ceramic tile. Affixed to the floor in the northeast corner of the Customs office is a metal chain and ring originally used as a detaining device. Beneath each front entry is a marble threshold, which is also present at the shared doorway inside and between the Customs and Immigration service areas. Each of area features a large, L-shaped multi-paneled wood service desk. The non-public side of each of these desks features multiple pullout drawers. Behind each desk are the work areas for the Customs and Immigration offices. The southern portion of the Immigration work area, including

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two bays within the southern garage wing, was altered circa 1940 to house an Immigration Officer and his family. This modified living space is largely intact since its 1940 renovation and is accessed through a set of French doors. Other original features in it include crystal knob door hardware, original lighting fixtures, original cabinetry, picture railing, and a bathroom with original tub fixtures, toilet fixtures, and black on green ceramic tile.

The Customs and Immigration service areas feature picture molding, cornice molded door and window frames, and baseboards. The west wall of the Customs and Immigration work areas are identical. It consists of a multi-paneled partition with privacy glass topped by operable privacy glass transoms. Both windows and transoms in the partition are framed in molding. Behind this partition are four private offices: two for the Immigrations Officer and two for Customs. These offices are accessed through two panel doors in the partition, which feature a lower panel of wood and an upper panel of single-light privacy glass. At the west end of the two public lobbies are a pair of multi-panel wood doors that straddles the dividing wall between the Customs and Immigration areas. Behind each door is a stairway: one to the second floor and one to the basement. Both stairways featured cement risers and safety treads, stained wood railings, wrought iron balusters, and cast iron newels with a low-pitched diamond capping. The windows and doors within the stairway are trimmed in wood.

The second level underwent a degree of alteration in 1940, but is relatively unchanged since that time. The majority of this level became a living quarters, and features rooms of various colors that are likely original from 1940. Throughout these rooms are original light fixtures, bronze door hardware, wood floors, and bathroom fixtures. The kitchen in the northeast portion of the second level is highly intact from 1940 and features original drawers, glass cabinetry, and sink fixtures. In the northwest section of the second level are a women's restroom and two men's restrooms- an additional one for the officers. The restrooms are original, featuring pipe-railing stalls with wood multi-panel swinging doors, and original urinals, shower stall in the employee restroom, toilets, soap dispensers, and white ceramic tile flooring and wainscoting.

The basement level is divided into various sections that service the building and provide additional storage. The basement features concrete floors and unfinished concrete walls and ceilings. Hopper windows are present at the western side of the basement. Two pair of thick, 2-panel wood doors divides the basement into three separate primary components. The paneling itself in these doors has rounded edges and a diagonal board pattern within them. The doors lock together via metal latch hardware. A boiler room is located on the southern end of the building, and coal storage is located on the northern end of the basement. Upon entry into the middle of the basement are two vaults dated from 1931: one for Customs and one for Immigration. Each vault features a gold seal for the United States of America.

As previously mentioned, two bays of the southern garage wing were converted to a residential use within ten years after building construction. The outer two bays served as automobile inspection facilities. The outermost bay in the southern wing featured a sunken inspection pit that has since been covered. The northern wing was intended for the garaging of employee/ resident vehicles.

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Landscape Elements

The area in front of the East Richford Inspection Station is paved with asphalt, and is used for accessing the inspection area from the street and for parking. Low rectangular curbs of polished granite border the asphalted area. Small areas of landscaped lawn grass are located to the north and south of the asphalted area. A sizeable area of mowed lawn is also present behind the Inspection Station and its accompanying wings. A cement drain is presented from the asphalted area into the rear yard, which drops at a 20% grade from the front of the property. Behind the landscaped yard is taller grass that is part of the flood plain for the tributary. A mast type flagpole is present to the north and in front of the Inspection Station, across the entrance driveway onto the property. The outer edges of the asphalted area appear to be filled, and edging this filled area is a barrier wall of river rock where the property descends in grade.

Alterations

The primary alterations to the East Richford Inspection Station occurred circa 1940. These include the conversion of a portion of the first level Immigration Office and two garage bays of the southern wing into living quarters. At that time the exterior two garage bays closest to the station in the southern wing were also altered. The conversion of a large part of the upper level into living quarters also occurred circa 1940. The original canopy was replaced by a wider and taller metal unit with square metal column supports. All garage doors have been replaced with roll-up metal doors or have had their openings filled in with brick.

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Statement of Significance

Summary

The U.S. Inspection Station--East Richford was included in the Multiple Property Submission for *U.S. Border Inspection Stations, States Bordering Canada and Mexico* (Inspection Station MPS). As demonstrated in this registration form, the U.S. Inspection Station--East Richford retains most aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1931-1940. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—East Richford retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Constructed in 1931, it was sited alongside a border highway (State Route 105A) at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration Benner and Hughes. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—East Richford retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station still conveys the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, keystones in arched and flat openings, and simple Colonial ornament. The building retains much of its exterior and interior features and materials, and is a good example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s.

Constructed in 1931, with contributing alterations in 1940, the U.S. Inspection Station—East Richford is one of the earliest Inspection Stations constructed in Vermont and the United States. The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—East Richford eligible for the National Register on September 12, 1986.²

² National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont

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U.S. Inspection Station—East Richford, Vermont: Significance

In their Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following analysis and recommendations that led to the authorization for the U.S. Inspection Station—East Richford:

One all year officer, who acts for Customs and Immigration, is stationed at this point, with two additional officers during the summer months. The office now is located in rented quarters. The highway at this port is being diverted so as to eliminate a grade crossing, and when this is completed, which will probably be by next summer, the highway will not touch the village and the inspection office must be located at a point close to the boundary, where no buildings are available. It is accordingly recommended that the standard office building (Type No. 1) be erected on the new part of the highway when completed so as to properly cover traffic on this road.³

The Benner & Hughes report estimated the cost of the U.S. Inspection Station – East Richford to be \$55,000 to construct the building and \$1,000 to acquire the site.⁴

The East Richford Inspection Station is eligible under Criteria A and C for the National Register of Historic Places. The Inspection Station building is an intact example of the Colonial Revival design system as expressed on Inspection Station designs of the Federal Public Works Administration (PWA) period of the 1930s. This Colonial Revival detailing makes itself present through the combination of: a strongly symmetrical massing featuring a primary unit flanked by lower wings; strong symmetry and odd numbered ranking in the front elevation; a centered and elaborated entry program; ogee style cornice and gable molding and returns underscored by fascia boards; gable dormers with classical column and pediment detailing; American course brick cladding; gauged brick jack arch molding often featuring centered keystones; a gambrel roof; paired symmetrical brick chimneys at either end of the building; and multi-glazed, wood frame double hung windows.

Vermont features more extant PWA-era inspection stations (10) than any other state in the country. 13 PWA-era Inspection stations were originally constructed in Vermont, which was also more than anywhere else in the United States. The East Richford Inspection Station design was a larger scale Inspection Station constructed for an area that was speculated to have increased automobile traffic. Similar to other type 2 Inspection Stations, this inspection station is much more elaborately detailed than many other examples. One other Inspection Station in Vermont—Beecher Falls, shares an identical design. A third inspection station in Vermont of identical design, Highgate Springs, has been demolished. Similar to the other stations in Vermont and the majority across the US Canada border, the East Richford design has been called a “Northern Style” design for its ubiquity in the northern Border States. The Northern Style inspection stations shared general features such as brick walls and relatively steep gabled (or gambrel) roofs that buffer from the affects of cold climates, rain, and snow.⁵

³ Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 24.

⁴ *Ibid.*, page 54.

⁵ Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. (Seattle: Boyle • Wagoner Architects, 1996) 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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The U.S. Inspection Station—East Richford is among the earliest cited in this Multiple Property Submission. At the time of its completion in 1931, the Supervising Architect of the Treasury was Judge James Wetmore, who held the position from 1915 to 1933. Wetmore however, had no formal architectural training, and directing Wetmore's office during this period was Louis A. Simon, who had worked with the office continually since 1896.⁶ It is Louis Simon who most likely developed the design of the U.S. Inspection Station—East Richford. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."⁷

During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over \$700 million worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States inspection stations, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA-era of construction, and the construction of this particular inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The U.S. Inspection Station—East Richford evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, a more stringent entry regimen for immigrants passed in 1917, and the Public Works Administration that developed out of the Great Depression of the 1930s. In 1917 the Federal Government began the imposition of head taxes and literacy tests on Canadian and Mexican Immigrants. This was a practice formerly done only to oversee immigrants. This reform resulted in a sharp increase of illegal entry attempts into the United States across various Canadian and Mexican borders. A Vermont-specific context that influenced the development of Inspection stations within the state was the Great Vermont Flood of November 3, 1927, when approximately 1 cubic mile of water rained down on the state over one evening and caused severe damage and casualties. As a result of this flood, many roads that had been dirt became paved. This changed the economy of Vermont away from one formerly dependent on the railroad, and also allowed easier cross-border access.⁸

The U.S. Inspection Station—East Richford projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated to the American heritage and the American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The side gambrel roof on the U.S. Inspection Station—East Richford is informed by Dutch traditions, and is a known variant within the Colonial Revival design language.

⁶ Craig, Lois and the Staff of the Federal Architecture Project, *The Federal Presence : Architecture, Politics and Symbols in United States Government Buildings* (Cambridge and London : The MIT Press, 1978) 328.

⁷ American Architect and Architecture, August, 1937, vol. 151, p. 51 in US General Services Administration, *Historic Building Preservation Program: Inspection (Mooers)* dated 04/27/94: 3.

⁸ Vermont New Media, <http://www.vermonttoday.com/century/topstories/flood.html>, 1999. viewed 8 Nov 2006.

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The U.S. Inspection Station—East Richford has retained its original location. The setting of the inspection station in a pastoral space of rolling hills, marshlands, rivers and their tributaries, and open space is little changed from its 1931 construction date. The integrity of feeling, as a PWA-era inspection station intent on expressing an American sentiment at the border through a vernacular use of the Colonial Revival, is likewise unaltered.

Significance within the Related Multiple Property Submission

Within the context developed in the Inspection Station MPS, the U.S. Border Inspection Stations are considered significant as the nation's first set of purpose-built customs and immigration inspection stations for land crossings. Properties are eligible for listing in the National Register under Criterion C if they served this function and retain their essential physical characteristics and integrity from their original plan and design by the Supervising Architect of the Treasury. Properties are eligible for listing in the National Register under Criterion A if they retain overall integrity and the associative attributes that demonstrate the significant chain of events that led to their need, planning, and construction, including: the increased motor vehicle traffic at border highways in the 1920s, increased illegal immigration after the 1917 and 1921 immigration laws, and increased smuggling activity after the 1919 prohibition law. Under Criterion C, Criterion A, or both criteria, properties would be eligible at the local level of significance with a period of significance based on the year construction was completed, between 1930 and 1943.

Evaluation under Criterion A

In order to qualify for listing in the National Register under Criterion A in the area of government, a property must have been used by the U.S. Government as a customs and immigration border inspection facility and must represent the government's response to the important chain of events related to customs and immigration law and the increased use of motor vehicles at border crossings. The border inspection stations must have been purchased, planned, designed or constructed by the U.S. Treasury Department in response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. Properties that retain the aspects of integrity necessary to convey the associative attributes would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

Associative Attributes

U.S. Government Ownership and demonstration of federal authority and presence: To represent the government's response to this chain of events, the U.S. Inspection Station—East Richford was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1931 by the Supervising Architect of the U.S. Treasury and sited along the proposed route of State Route 105A near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "It is accordingly recommended that the standard office building (Type No. 1) be erected on the new part of the highway when completed so as to properly

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cover traffic on this road.”⁹ Federal authority is symbolized by the prominent flagpole near the front of the inspection station building and the U.S. seal on the vault. It was constructed in 1931 and altered in 1940. It remained under U.S. Government ownership through and after the end of the Inspection Station MPS period of significance (1943), continues to demonstrate federal authority and presence from the historic era, and continues to retain overall integrity of **location, setting, feeling, and association**.

Proper location: To represent the proper location to inspect motor vehicles and control illegal immigration and smuggling at land borders, the property must be located at the border before traffic can disperse, or after major roads conjoin, and must be located on the right side of inbound traffic. The U.S. Inspection Station—East Richford retains **integrity of location** because it is still in its original location along State Route 105A near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: “The highway at this port is being diverted so as to eliminate a grade crossing, and when this is completed, which will probably be by next summer, the highway will not touch the village and the inspection office must be located at a point close to the boundary, where no buildings are available.”¹⁰

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at East Richford, not only because the new highway would increase motorists, but because there were no dedicated facilities for officers. “One all year officer, who acts for Customs and Immigration, is stationed at this point, with two additional officers during the summer months. The office now is located in rented quarters.”¹¹

At East Richford, protection from inclement weather was provided by a porte-cochere, garage and inspection pit wings; residential quarters upstairs, and the efficient placement of combined functions within the office building. Overall integrity at the U.S. Inspection Station--East Richford remains good, despite the alteration of the doors and openings of the garage and inspection wings in 1940, during the historic period of significance, and the later replacement of the porte-cochere. The main entrance is original, as are many of the interior features and furnishings. As a result, the station buildings and property retain adequate integrity of **design and materials** to convey its range of proper facilities during the period of significance.

Dignified and attractive surroundings: To represent the government’s efforts to create an environment to raise morale and convey an impression of federal authority, a property must be well sited and retain elements such as flagpoles and landscaped areas. To be eligible for listing, it must retain **integrity of setting, feeling, and association**. The setting of the U.S. Inspection Station--East Richford has not been significantly changed. It still contains landscaped traffic medians, a mast type flagpole, and a rustic, rubble rock retaining wall in a grassy setting. Its regionally appropriate Colonial Revival architecture has been maintained, and it continues to be used as an inspection station, and therefore retains integrity of feeling and association.

⁹ Benner, H.A. and J.L. Hughes, *Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways*. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 24.

¹⁰ *Ibid.*, page 24.

¹¹ *Ibid.*, page 24.

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Fair and adequate service to the public: To represent the government's responsibility to the treatment of the public, a property must have features or spaces to protect goods against dust and the elements, provide privacy from onlookers, and have adequate capacity to serve the increasing volume of motor vehicle traffic. Generally, a property meeting the requirements for proper facilities would also represent this associative attribute. However, private detention areas and porte-cocheres for additional lanes are also important to represent this attribute. At East Richford, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate three lanes of traffic (later replaced to accommodate two wider lanes), by the provision of eight bays for the storage and inspection of vehicles, and by the provision of ample office space in the station building, upstairs as well as downstairs. The garage and inspection bays and residential quarters were altered in 1940, during the period of significance.

Decent living quarters for officers: To represent the government's responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At East Richford, residential quarters were provided for the officers upstairs, and in 1940 were expanded by converting the garage and inspection wings. As a result, the U.S. Inspection Station--East Richford does retain *integrity of design and materials* of the living quarters that were in effect on the property before or until 1943

Evaluation under Criterion C

The U.S. Inspection Station—East Richford is included in the Inspection Station MPS as a variation of Property Type Number 2: 5-bay Inspection Building. As described in the Inspection Station MPS, in order to be eligible for listing under Criterion C in the areas of government and architecture, the border inspection stations must retain adequate integrity to convey their design, plan, and program from the time they were purchased, designed or constructed by the Treasury Department. The border inspection stations must exemplify the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation is quite limited according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Log Cabin Rustic, Spanish Colonial Revival and Pueblo Revival styles. In general, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, the property must adequately retain a majority of design features and retain most of the seven aspects of integrity. Properties that retain their essential physical characteristics and integrity would be significant at the local level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.

The U.S. Inspection Station—East Richford is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 2: 5-bay Inspection Station. The Property Type Number 2 design was used often and appears in extant Inspection Stations not only in Vermont, but also in North Dakota, New York, Maine, and

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once in California, where it is done in the Spanish Colonial Revival style. Most of the type-2 designs were done in the northern states. The steep pitch roof combined and brick cladding of the primary building have been referred to as “Northern Style” design qualities in regards to the inspection stations. Such designs are ubiquitous in the northern states, where these features allow the building to buffer the affects of cold climates, rain, and snow.¹²

The U.S. Inspection Station--East Richford exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station--East Richford exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at East Richford through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, keystones in arched and flat openings, and Colonial style columns. The period of significance of the U.S. Inspection Station--East Richford is 1932, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection Station MPS, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station MPS, certain modifications may have occurred in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration.

The *location* of the U.S. Inspection Station--East Richford has not changed since its construction, therefore the building retains its integrity of location

The *setting* of the U.S. Inspection Station--East Richford has not been significantly changed from the historic period, as evidenced by the retention of the mast-type flagpole, landscaped traffic islands, rustic rubble rock retaining walls in a grassy setting, and relationship of the porte-cochere to the highway.

The architectural *design* of the original U.S. Inspection Station--East Richford buildings, including the station building with garage and inspection wings that were altered in 1940, continues to have integrity of design, interior as well as exterior. The main entrance and many of the interior furnishings and features are still intact. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

¹² Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

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The *feeling* of the U.S. Inspection Station--East Richford property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and highway (State Route 105A), its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern environment.

The *materials* of the U.S. Inspection Station--East Richford appear to be original. These include brick and clapboard exterior walls and wooden sash windows. Interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials. The alterations to the garage and inspection wings first occurred in 1940, within the period of significance.

The inspection station is *associated* with the advent of the automobile, and increasing measures taken by the U.S. Government to regulate the inflow of immigrants during this time. This association is demonstrated by the landscaped grassy islands, and the garage and inspection pit wings, even though they were altered in 1940. The replacement of the three lane porte-cochere with one to accommodate two wider lanes with a greater height clearance is an alteration, but it is compatible with the original intent of providing protection to automobile drivers. The inspection station is also associated with the Public Works Administration, and its efforts during the 1930s to gainfully employ various out of work individuals, as evidenced by the offices and detached residences.

The *workmanship* of the buildings was likely executed by PWA employees, and the buildings at East Richford retain good integrity and continue to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

As discussed in the Inspection Station MPS, alterations which have changed the character of the original design by substantially changing the exterior wall surface or window and door openings would typically *disqualify* the building from registration. However, certain modifications may have occurred after the period of significance in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration. While properties must retain the aspects of integrity necessary to convey their essential physical characteristics, the following common modifications may be taken under consideration when evaluating a property for listing:

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System¹³ or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).

¹³ "When the American Association of State Highway Officials (AASHO) issued design standards for the Interstate System, the minimum design value of 14 feet was included for vertical clearance (that is, the distance from the Interstate pavement to the bottom of overpasses)." The minimum value of 14 feet was approved on July 17, 1956. In 1960, the minimum value was increased to 16 feet. U.S. Department of Transportation-Federal Highway Administration website entitled [Highway History: Right of Passage: The Controversy Over Vertical Clearance on the Interstate System](http://www.fhwa.dot.gov/infrastructure/50vertical.cfm), <http://www.fhwa.dot.gov/infrastructure/50vertical.cfm>, 2/19/2006.

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- Minor or reversible exterior alterations.

At East Richford, the original three lane porte-cochere was replaced with one to accommodate two wider lanes with a greater height clearance altered, but the redesign was similar in scale and design to the original. The height of the replacement reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Changes to the openings of the garage and inspection pit wings were first completed in 1940, and are offset by the overall design integrity of the station, by the relative scale of the building and its retention of many original features, such as the main entrance doors, wooden windows and exterior brick wall surface.

Significance – Conclusion

The U.S. Inspection Station—East Richford was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the Description section of this registration form, the U.S. Inspection Station—East Richford retains most aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1931. Constructed in 1931, it was sited alongside a border highway (State Route 105A) in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both exterior and interior, as a good example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. In 1940, alterations were made to the interior and to the garage wing openings; however, these alterations were in response to staffing needs and were constructed within the overall period of significance of the U.S. Inspection Stations. It retains all of its original program elements, despite the alterations, and continues to demonstrate the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—East Richford eligible for the National Register on September 12, 1986.¹⁴

¹⁴ National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont

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Please refer to the primary MPS National Register application for bibliographic entries related to the shared themes and context of the U.S. Inspection Stations.

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Geographical Data

Boundary Description

1. The bearings on this survey are based upon the bearing of the common line between the two tracts comprising the subject parcel. with said bearing being north 44° 11' 23" east as recorded in liber 58 / page 393 and accompanying plat titled " proposed extension to U.S. border sta., East Richford, VT" dated May 1984 sealed by Andrew Dussault. with (r) indicating record bearing / distance and (m) indicating this survey's measured bearing / distance.
2. The Vermont state plane, NAD83, U.S. foot coordinate for the true point of beginning has a northing = 915046.271, easting = 1617724.326, elevation = 504.12. The elevations shown on this plan are based upon NAVD88 vertical datum.
3. A utility locate was called in to Vermont dig safe system, inc. (ticket # 20042611212) on 06/25/2004 and the following utilities were requested to respond: Verizon and Vermont Electric Co-op.
4. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.
5. Unconfirmed utilities shown on this drawing as screened back.
6. Lines are approximate only and were transferred from various best available government and utility sources. Any future development or construction must be aware of certain unknown or underground lines that may exist and follow all appropriate construction and utility notifications. This survey is not responsible for the complete resolution of all buried or obscure utility lines.
7. The boundary field traverse error of closure = s 72° 05' 23.6" e -- 0.010 feet and the precision = 1: 295724.
8. The subject parcel shown as tax parcel id # gl 0357x in the Town Clerk's office, town of Richford, Franklin County, Vermont.
9. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Ports of Entry (LPOE) sites can have a wide variance in the amount and details of past records, lease areas, fee ownerships, previous surveys, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey effort. All such findings or boundary determinations will be duly noted.
10. The title description error of closure for the subject parcel's component tracts are, tract 1 (liber 33 / page 302) is 6.65 feet and tract 2 (liber 58 / page 393) is 0.006 feet. When tracts are combined error is 6.65 feet.

Boundary Justification

The U.S. Government owned property associated with State Route 105A/357 Glen Sutton Road has a property boundary consistent with the original limits.

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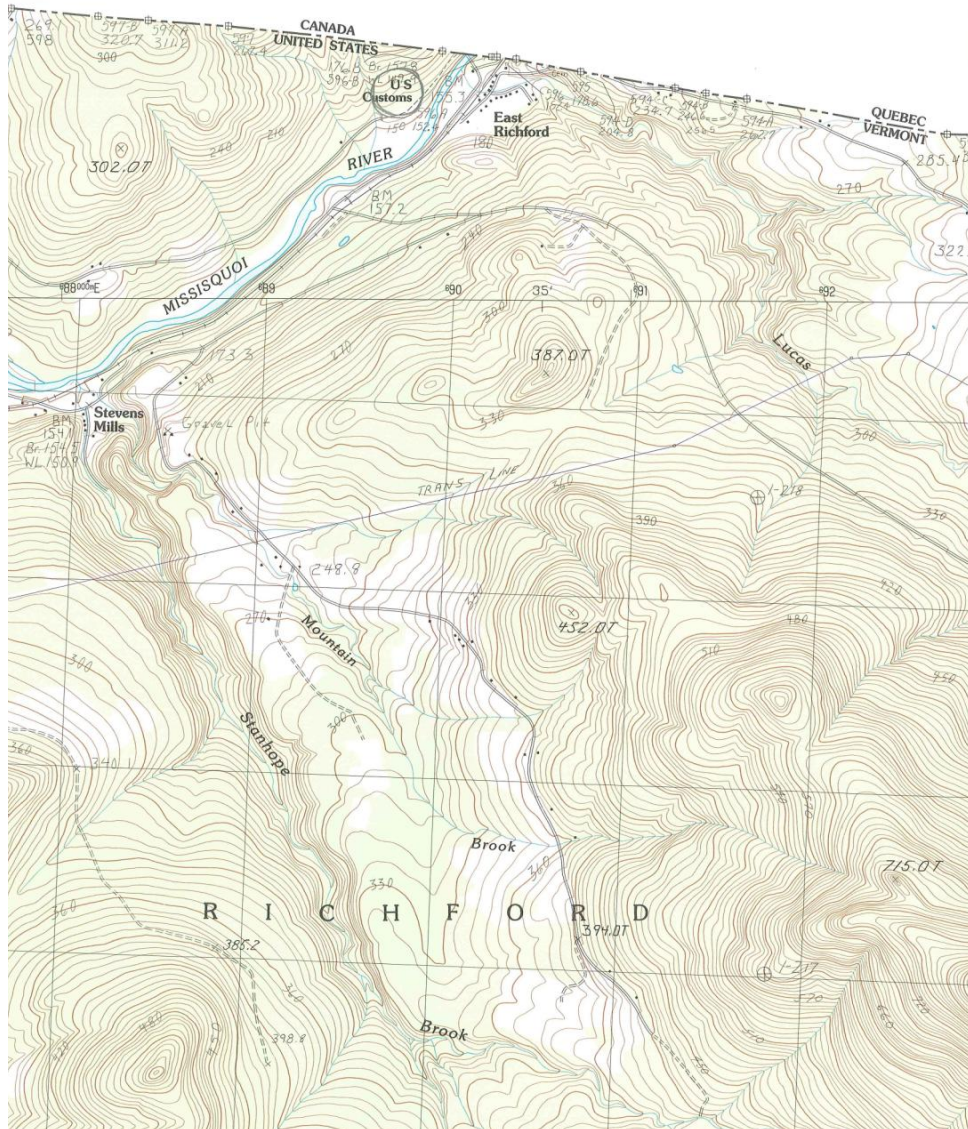
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USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 18
Easting: 690068
Northing: 4986992

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



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PHOTOGRAPHS

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: inspection garage, view: west

Photo number: VT_FranklinCounty_EastRichfordBorderStation1.tiff



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U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: front and side elevations, view: northwest

Photo number: VT_FranklinCounty_EastRichfordBorderStation2.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: inspection garage, view: southwest

Photo number: VT_FranklinCounty_EastRichfordBorderStation3.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford

Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: south side elevation, view: north

Photo number: VT_FranklinCounty_EastRichfordBorderStation4.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford

Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: rear elevation, view: north

Photo number: VT_FranklinCounty_EastRichfordBorderStation5.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford

Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: front entry, view: west

Photo number: VT_FranklinCounty_EastRichfordBorderStation6.tiff



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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: window treatment, front elevation, view: northwest

Photo number: VT_FranklinCounty_EastRichfordBorderStation7.tiff



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Franklin County, Vermont*

Section Photos Page 25

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford

Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: standard garage bay, view: west

Photo number: VT_FranklinCounty_EastRichfordBorderStation8.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section Photos Page 26

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: standard dormer, view: northwest

Photo number: VT_FranklinCounty_EastRichfordBorderStation9.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

**U.S. Inspection Station—East Richford
Franklin County, Vermont**

Section Photos Page 27

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: office door, view: west

Photo number: VT_FranklinCounty_EastRichfordBorderStation10.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section Photos Page 28

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: window detail, view: west

Photo number: VT_FranklinCounty_EastRichfordBorderStation11.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section Photos Page 29

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford

Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: kitchen, view: northeast

Photo number: VT_FranklinCounty_EastRichfordBorderStation12.tiff



National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section Photos Page 30

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: door knob detail, first floor, view: northwest

Photo number: VT_FranklinCounty_EastRichfordBorderStation13.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section Photos Page 31

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: door lock detail, second floor, view: south

Photo number: VT_FranklinCounty_EastRichfordBorderStation14.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section Photos Page 32

MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: vault detail, view: southeast

Photo number: VT_FranklinCounty_EastRichfordBorderStation15.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—East Richford
Franklin County, Vermont*

Section Supplemental Page 33
Information

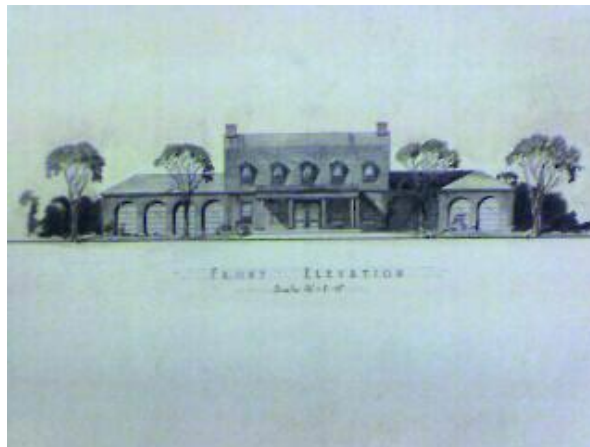
MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

U.S. Inspection Station – East Richford
Franklin County, Vermont

Courtesy: National Archives and Records Administration (NARA)

Date: 1931

Description of view: front elevation





WELCOME TO THE
HISTORIC SITE
OF THE
MOUNTAIN STATE
MUSEUM









357
GLEN SUTTON ROAD









107



SPECIAL REGISTRATION

ALL SPECIAL REGISTRATION

1) Register immediately upon arrival into the United States, photograph, and register with the FBI office.

2) Appear for an interview at an FBI office within 72 hours of the date of arrival in the United States.

3) Appear for an interview at an FBI office within 72 hours of the date of arrival in the United States. The interview must be held within 72 hours of the date of arrival in the United States.

4) Notify the FBI within 72 hours of arrival regarding address, employment, or other information.

5) Report only those a designated alien, unless so advised by the FBI office. For more information on Special Registration, call the FBI office at (202) 452-1000 or visit the website at <http://www.fbi.gov>.

Unauthorized aliens who are unable to register may be permitted to register at a United States Consulate. They may still be required to register with the FBI office.

Without violation of these provisions, foreign nationals and one month in time, ensuring a long-term residence for security reasons.











UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY U.S. Inspection Station--East ~~Rockford~~, Vermont
NAME: Rich

MULTIPLE U.S. Border Inspection Stations MPS
NAME:

STATE & COUNTY: VERMONT, Franklin

DATE RECEIVED: 7/25/14 DATE OF PENDING LIST: 8/22/14
DATE OF 16TH DAY: 9/08/14 DATE OF 45TH DAY: 9/10/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000604

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9.10.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

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



November 14, 2011

Giovanna Peebles
State Historic Preservation Officer
Vermont Division for Historic Preservation
National Life Building
6th Floor
Montpelier, VT 05620-1201



Dear Ms. Peebles:

The U.S. General Services Administration (GSA) is pleased to submit for your review and concurrence the enclosed National Register of Historic Places registration package for the Multiple Property Submission, *U.S. Border Inspection Stations*, which includes the following stations located in the state of Vermont:

- U.S. Inspection Station – Alburg Springs, Vermont
- U.S. Inspection Station – Beebe Plain, Vermont
- U.S. Inspection Station – Beecher Falls, Vermont
- U.S. Inspection Station – Canaan, Vermont
- U.S. Inspection Station – Derby Line, Vermont
- U.S. Inspection Station – East Richford, Vermont
- U.S. Inspection Station – North Troy, Vermont
- U.S. Inspection Station – Norton, Vermont
- U.S. Inspection Station – Richford, Vermont
- U.S. Inspection Station – West Berkshire, Vermont

GSA previously submitted to your offices for your review the context statement, matrix and individual nominations within your state's jurisdiction. We have addressed all comments received.

The resulting following documents are enclosed for your review:

- A copy of the complete Multiple Property Documentation Form;
- Copy of the individual registration form for each nominated station within your state;
- Copy of the USGS map with UTM References for each nominated station; and a
- Photograph CD for each nominated station.
- Also included is a copy of a supplemental informational matrix document we developed (for ease of reference) entitled "U.S. Border Inspection Stations, 1930-1943," plus an
- Original archival National Register of Historic Places signature page for the Multiple Property Documentation Form; and an
- Original archival National Register of Historic Places signature page for each individual station registration form.

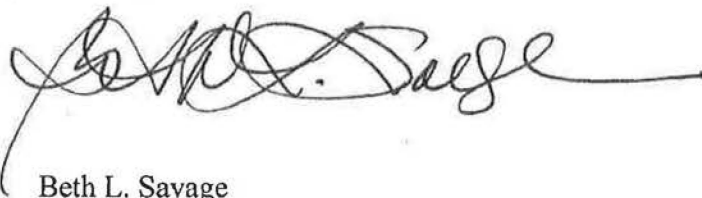
The copies of the Multiple Property Documentation Form, matrix document, individual registration forms, and the USGS maps and photograph CDs for each station are provided for your records.

We ask that you sign and return the original archival National Register of Historic Places signature pages for the Multiple Property Documentation Form and the ten individual station registration forms.

An important note: when signed, please return these signature pages via UPS (we have provided a return UPS slip for this purpose) as packages returned via regular mail to our offices are irradiated and the materials severely damaged. When ready, we will forward the entire archival package to the National Park Service for approval.

Should you have any questions or concerns regarding the nomination package, please contact Claire Hosker at (202) 501-1578.

Sincerely,



Beth L. Savage
Federal Preservation Officer
Director, Center for Historic Buildings

Enclosures