

United States Department of the Interior  
National Park Service

MP-618



# 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

### 1. Name of Property

historic name United States Post Office [Scappoose]

other names/site number N/A

multiple property document U.S. Post Office Department Facilities in Oregon, 1940-1971

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

street & number 52643 Columbia River Highway  not for publication

city or town Scappoose  vicinity

state Oregon code OR county Columbia code 009 zip code 97056

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: \_\_\_ national X statewide \_\_\_ local  
Applicable National Register Criteria: \_\_\_ A \_\_\_ B X C \_\_\_ D

David B. Stetson Signature of certifying official/Title: Federal Preservation Officer  
14 DECEMBER 2016 Date

United States Postal Service  
State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets \_\_\_ does not meet the National Register criteria.  
Christine Cuman Signature of commenting official  
12.12.16 Date

Deputy State Historic Preservation Officer Title  
Oregon State Historic Preservation Office  
State or Federal agency/bureau or Tribal Government

### 4. National Park Service Certification

I hereby certify that this property is:  
 entered in the National Register  
 determined eligible for the National Register  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain) \_\_\_\_\_

Disce... Signature of the Keeper  
1/31/17 Date of Action

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**5. Classification**

**Ownership of Property**  
(Check as many boxes 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

<u>Contributing</u>	<u>Noncontributing</u>	
<u>1</u>		buildings
		site
		structure
		object
<u>1</u>	<u>0</u>	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

GOVERNMENT: Post Office

**Current Functions**

(Enter categories from instructions.)

GOVERNMENT: Post Office

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

MODERN MOVEMENT

**Materials**

(Enter categories from instructions.)

foundation: CONCRETE

walls: STUCCO

CONCRETE BLOCK

roof: ASPHALT

other: ALUMINUM; GLASS

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### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

#### Summary Paragraph

The main post office in Scappoose opened in 1966 and is of the Modern style. Situated 21 miles northwest of Portland, Scappoose is located along U.S. 30, the main vehicle corridor connecting Portland to coastal Astoria. Scappoose is a community of approximately 6,000, west of the Columbia River. The post office is located a couple of blocks to the north of the city's core. The area surrounding the post office along U.S. 30 is best characterized as low-density automobile oriented commercial with low-density residential housing to the west, away from the highway. The subject property is a full city block. The post office is oriented to the east toward U. S. 30 and is located approximately at the center of the block along the highway. To the north is patron parking. To the west is employee parking and loading areas. The one-story building is reinforced concrete construction with a flat asphalt roof. The exterior is modular clad in full-height prefabricated stucco panels alternating with panels of plate glass and painted aluminum. The interior is separated into 15 rooms, but grouped into three core areas: the patron lobby, retail/service lobby, and postal service work and office spaces. Interior finishes in lobbies and offices include painted gypsum board walls and ceiling, while the floor is vinyl composition tile (VCT) or carpet; the work space has utilitarian finishes. Integrity is intact with an original floor plan, slight modifications to interior finishes. The only alteration is an addition to the loading dock dating to the late 2000s.

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### Narrative Description

**Setting:** The subject property is the main post office for the community of Scappoose. Scappoose is a rural community of approximately 6,000 people located at the southeast corner of Columbia County and approximately 21 miles northwest of Portland. Historically, it was a self-sufficient town with a dairy, farming and logging economic base; increasingly, it is becoming a bedroom suburb to Portland.

The building is located on Columbia River Highway, also known as U.S. 30, the main highway connecting Portland to Astoria along the Columbia River. This highway has dual lanes in both directions with a center turn lane, and bike and parking lanes to the west. The town center is located to the south and east, across railroad tracks. The immediate area along the highway is generally developed with low-density automobile-oriented commercial buildings. To the west (away from the highway) are single-family homes on larger lots.

**Site:** The building is located on a full city block bounded by the Columbia River Highway on the east, 1<sup>st</sup> Avenue on the west, NW Laurel Street on the north, and NW Watts Street on the south. The parcel is approximately 39,517 square feet. The lot is more or less square, measuring roughly 200' on both axes. The site is fully disturbed. The post office building is fronted to the east and located slightly to the south on the block. The northern third is surface parking with eight parking spaces for patrons. The rear (west) half of the lot is paved for employee parking, postal vehicle access and parking, and truck maneuvering. Plantings include foundation shrubbery with mature street trees. The parcel has a sidewalk around its perimeter and a broad sidewalk leading to the entry. Noted landscape features include the turn-around service and patron parking lots to the north and west and a flag pole marking the main entry.

**Structure:** The building is a one-story reinforced-concrete structure on concrete slab, rectilinear but irregular in form. The post office is in the Modern style with a flat roof, clad in modular full-height prefabricated stucco panels alternating with panels of plate glass and painted aluminum – utilizing classic

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design and materials from the Modern Movement. The building measures roughly 97' north to south and 75' (including the loading dock) east to west and is 4,516 square feet.

**Exterior:** The building faces east, but the north and south elevations also have prominent street visibility. The west elevation is the service entrance. Materials are consistent on the east, north and south, while the rear (west) portions of the building are more utilitarian. Modular in nature, the design is largely keyed to alternating use of two full-height modules: The first is a pre-cast gray stucco panel, approximately 3' 8" wide. The second is a panel that has two vertical asymmetrical windows with similarly divided panels of brown enamel aluminum at the bottom and top, all framed in pronounced natural aluminum. A single pronounced natural aluminum mullion then runs the full height of panel. The windows span approximately 7'. Variations on this glass and aluminum panel are used for doors and for sections on the north and south.

**East Elevation:** The primary façade is asymmetrical consisting of two elements. The first is the more visible, set forward from the second. This feature is six full-height window panels separated by the pilaster-like stucco full-length panels. The window panel at the north incorporates the building's main entry; a pair of full-glass aluminum-framed doors with sidelights and transom. The main entry is flanked on each side with exterior lighting fixtures. To the south is a cluster of three stucco panels; similar in size to those separating the window panels. Metal coping at the parapet then ties into the façade horizontally. The second element is set back approximately 13' and is a blank wall consisting of three stucco panels, again tied together horizontally with metal coping at the parapet. On this blank wall face are three lines of individual letters spelling out "FEDERAL BUILDING, UNITED STATES POST OFFICE, SCAPPOOSE OREGON 97056," along with a cast-aluminum medallion with the Great Seal of the United States.

**North and South Elevations:** The north and south elevations are similar, both secondary without entrances, but with a street presence. Both rely on the same modular panel system as the east elevation. The north elevation faces onto the patron surface parking lot. Similar to the east elevation, the north elevation features a center section of four glass panels separated by stucco panels, in an asymmetrical fashion. To the east is the north wall of the main section from the east elevation, with a blank wall of three stucco panels. This wall is setback. The south elevation is divided into three "blocks", the eastern one of stucco panels with a single window bay; the center entirely of window bays and the west a blank wall of stucco panels. The multiple roof planes here, divided into the three "blocks" are likely intentional and integral in the design.

**West Elevation:** The west elevation is also the "rear." To the south is a three bay loading dock that projects from the building and features a metal overhang for weather protection, service use and three metal roll-up doors. This loading dock is a later addition to the previous loading dock. The loading dock has been altered from an open loading platform with two metal swinging service doors to an enclosed three truck bays wide loading dock that extends further into the service parking lot. The remainder of the west façade is a blank wall of stucco panels with an employee entrance.

**Roof:** The roof is flat, with asphalt and metal coping extending along the entire roof line. The roof is irregular, but rectilinearly shaped. Mechanical machinery is located in the middle and to the north.

**Interior:** The interior is separated into 15 rooms, and then grouped into three core areas: the patron lobby, retail/service lobby and postal service work, and office space. Patrons enter through the main door at the east elevation which leads into a 24-hour patron lobby with postal boxes on the walls, which run along most of the first bay on the east. This space has painted gypsum board walls and ceiling, while the floor VCT. At the south end of this lobby is a retail/service lobby with counter. The two lobbies are divided by a glass and aluminum partition with double doors. Both lobbies are approximately 13' deep. Finishes in the service lobby are similar to the 24-hour patron lobby with painted gypsum board walls and ceiling, and VCT flooring. The majority of the interior is devoted to postal service work and office space. The

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work space behind the service lobby is a large open work area with storage, break room, restrooms and loading dock to the west. The work room has utilitarian finishes with an exposed ceiling, and roughly measures 36' east-west and 58'north-south. Rooms to the north are accessible via the postal box lobby and include more offices, ADA-compliant restrooms, closets and an east-west corridor. Finishes of these rooms are similar to the public lobbies with painted gypsum board walls and ceiling, carpet or VCT flooring.

**Alterations:** Apart from limited updated finishes, the building is essentially intact. Alterations are limited to a section at the rear where the truck loading dock was extended in 2009 to its present form. There have been lesser modifications over time; for example, the service counter was replaced circa 1990s.

**Integrity:** The building has a high degree of integrity. *As noted, alterations are minor, limited. Measured against the seven aspects, the building excels in all aspects. Specifically,*

- *The building is in its original **location**;*
- *The **setting** is essentially intact from the 1960s;*
- *The **design** is intact with only minor alterations;*
- *The **workmanship** and **materials** are similarly intact.*
- *The building, essentially as when built, retains high levels of **association**, and **feeling**.*

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

**Period of Significance**

1966, Date of construction

**Significant Dates**

1966, Date of construction

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation** (if applicable)

N/A

**Architect/Builder**

Stanton, Boles, Maguire and Church

**Period of Significance (justification)**

The period of significance is 1966 for the date of construction, which fits within the range as an example of a Main Post Office - Thousands Series in the Modern style.

**Criteria Considerations (explanation, if necessary)** N/A

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

Within the context of the multiple property document, "U.S. Post Office Department Facilities in Oregon, 1940 to 1971" and the Memorandum of Agreement between the United States Postal Service and the Oregon State Historic Preservation Office, signed by Oregon SHPO on May 26, 2011, the Scappoose Post Office is being nominated for the National Register under Criterion C for Architecture as a statewide example of a Thousand Series Post Office.

The Multiple Property Document Form (MPDF), "U.S. Post Office Department Facilities in Oregon, 1940 to 1971," evaluated USPS-owned resources within the state and established both building typology and a basis for evaluation. The Thousand Series building is the most prevalent building type both in Oregon and nationwide. To be eligible for the National Register under this MPDF, a Thousand Series building must be evaluated on a statewide basis and determined to be 1) "a singularly exceptional representation of the Thousand Series" and 2) maintain "a high degree of integrity." The MPDF assessed Thousand Series Post Offices in the state and specifically identified the Scappoose facility as the best example of the building type within that geographic boundary. It is a particularly full representation of the building type's character-defining features and maintains a high degree of integrity. The period of significance is the date of construction, 1966.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**MULTIPLE PROPERTY DOCUMENTATION: U. S. POST OFFICE FACILITIES IN OREGON, 1940 TO 1971: THOUSANDS SERIES: SUMMARY**

Today's "Post Office", formally known as the United States Postal Service (USPS or Postal Service), was created by the Postal Reorganization Act, effective July 1, 1971. The USPS is an independent establishment of the Executive Branch and responsible for the delivery of mail. Its heritage dates to the Continental Congress with Benjamin Franklin serving as Postmaster General. As a federal entity, the U.S. Postal Service dates to the U.S. Constitution, specifically Article 1, Section 8, which enumerates the powers of Congress, and clause 7 within that empowers Congress to create "Post Offices and Post Roads." Particularly, through the 18<sup>th</sup> and 19<sup>th</sup> centuries, the postal system played a crucial role in national expansion, fostering interstate communication and commerce, encouraging transportation improvements and demonstrating the benevolent authority of the federal government. Beginning in the 20<sup>th</sup> Century, and particularly after World War II, that landscape changed significantly. The Postal Reorganization Act was intended to facilitate improved management and efficiency. The USPS today has approximately 500,000 employees, making it the third largest civilian employer in the country. On a daily basis, mail is delivered to 155 million delivery points. It has over 31,000 post offices and locations.<sup>1</sup> Operationally, it relies on a "hub and spoke" system whereby mail is picked up, brought to a regional distribution center where it is received, processed and organized for local distribution.

As described in the MPDF, the period from 1940 to 1971 was transformative for the United States Postal Service. In 1940, the Post Office Department was a cabinet-level branch of the U.S. government. Mail service was essentially a monopoly, a fundamentally government-funded function, at the time as much focused on political patronage as cost-of-delivery. Mail delivery itself was concentrated in tight urban centers, complemented by an elaborate, rural free delivery route system. Physical structures, the result of the Tarnsey Act<sup>2</sup> and Depression-era federal spending, were less about the business of mail delivery and more about creating a local tangible manifestation of the federal government.

<sup>1</sup> United States Postal Service, "By the Numbers," <http://about.usps.com/who-we-are/postal-facts/size-scope.htm>

<sup>2</sup> The Tarnsey Act was passed in 1893. It allowed the Supervising Architect to have competitions among private architects for major structures, such as Post Offices.

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By 1971, this world was largely turned on its head. The Postal Reorganization Act of 1970 abolished the Post Office Department and created the Postal Service as an independent establishment of the Executive Branch. The delivery of mail was expected to be financially self-sufficient while at the same time delivery zones expanded with urban sprawl and suburbanization. The Postal Service was challenged to be innovative, nimble, embracing new technology and business systems simultaneously expanding service areas amidst increasing volume. This new order was reflected in a new generation of postal facilities that placed a premium on design-build.<sup>3</sup>

Conceptually, the function of the Post Office Department is simple: to create and maintain a timely, efficient and reliable system for delivering mail to every address in America. That system must be elastic to respond to physical shifts in population and to fluctuations in volume by day of week, by month of year, and year-to-year. However, Postwar America was marked by growing population, a shift from rural to urban and the rise of suburbs.

In response, the Postal Department experimented with new concepts of mail distribution and by the 1970s, distribution systems shifted from a central community post office to a system whereby each postal facility was part of an integrated comprehensive system. Mail was collected and shipped to regional distribution centers; there it was collected, sorted and redistributed. In some cases returning to the same station it was received from. In this manner, by 1970, the traditional concept of a "post office" as an independent stand-alone business unit was non-existent. The Postal Department also introduced new technologies to facilitate mail delivery. Initially, a small amount of portable bulk-handling equipment, such as fixed conveyors, heavy-duty loading/unloading conveyors, fork lifts, and dock boards began to be provided to large post offices to assist with the movement of mail within the building. Gradually, the Post Office explored task-specific machinery focused on sorting and canceling. The Department also began intensive time-motion studies to make operations more efficient.<sup>4</sup> Paralleling mechanical improvements was the development of the Zip Code, which created 552 sectional centers, each serving between 40 and 150 surrounding post offices.

In addition to mail processing, the Post Office also sought efficiencies in mail transport and delivery by integrating new modes and methods of transportation. By the end of the 1950s, the Post Office Department relied on standard specially designed lightweight vehicles for route deliveries, and by 1969, more than half of the Department's residential routes were motorized.<sup>5</sup> At the same time, the Post Office increasingly relied on intercity air and truck transportation.

With the shift to an integrated vertical mail system, the Postal Department also redefined the Post Office structure. Prior to World War II, the Post Office structure was monumental in design, centrally located and the centerpiece of mail services within a community. Into the 1950s and 1960s, the Post Office structure was functional, economical and even temporary, serving as a pragmatic cog in a national mail delivery framework. This facility was expressed in two primary kinds of buildings: The Processing and Distribution Centers (P&DCs) and the Thousand Series Post Offices. P&DCs are large utilitarian light industrial structures on large parcels with open floor plans organized for large scale regional mail processing. Thousand Series Post Offices were their local counterpart, the point structure for localized mail receipt and delivery.

The Thousand Series stood in stark contrast to the Legacy Post Office, which were monumental and a symbolic representation of the federal government. Whereas the Thousand Series was humble, comparatively small with an emphasis on economy and efficiency. Functionally, the Thousand Series was intended to provide retail counter service, to receive incoming mail from patrons and carrier pick-ups, and to

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<sup>3</sup> Design-build is a construction project delivery system in which the design and construction services are unified into a single service provider, typically a contractor. The traditional approach is to appoint an architect to design the building followed by hiring a contractor to construct according to the design. Design-build paradigm typically is speedier and often more inexpensive as constructability typically takes precedent over architecture and aesthetics.

<sup>4</sup> URS, *Postal Facilities Constructed or Occupied Between 1940 and 1971*, 2012, Unpublished, 184-185 and 207-208.

<sup>5</sup> *Ibid*, 120 and 155.



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serve as the area receiving site for mail from the distribution center for carrier delivery. These buildings were intended to be the backbone of the new framework for mail delivery. With the proliferation of federal offices during World War II, it was no longer necessary or appropriate to be a symbolic representation of the federal government; for that reason, design was held to a minimum. For retail postal services, more and smaller buildings were better than more central and larger; these were then complemented by the larger and fewer distribution centers. By particularly leasing smaller, functional and cheaper structures, the post office would be better poised to respond relative to changing demographic patterns and to suburbanization by closing and opening locations as necessary.

The Thousand Series Post Office were mostly developed privately and leased to the Post Office. To that end, the Postal Department issued guidance documents for developers that outlined technical specifications for buildings.<sup>6</sup> This was then complimented in 1959 with a manual that offered examples of “acceptable” designs that could be used by sponsors in the construction of leased post offices between 1,000 and 12,000 square-feet.<sup>7</sup> The brochures included artist renderings, schematic plans, and suggested building materials. The brochures noted that the designs were adaptable to many variations and site characteristics, and that exterior design and materials could be adjusted to suit local conditions.

Typically buildings features included: Massing that was rectilinear, box-like, and one-story. Construction was concrete slab with concrete masonry or wood frame structure. Exterior cladding had simple brick or stone facing, or modular aluminum-framed panels and glass systems. Design was determined largely by constructability and expense, not aesthetics. Siting was in an automobile-oriented location on a parcel with a less than 1:1 floor-to-area ratio. Typically, a property had patron parking in the front, truck space and employee parking at the rear. Most often, parking was paved. Typical interior organization was divided into a public space, which occupied approximately one-quarter to one-third of the floor plan, and an operational space which occupied the remainder. The public space itself was divided into two sections by an aluminum and glass partition. The first was a 24-hour lobby that included postal boxes and a will-call window. The “will-call window” was a Dutch door between the lobby and the work room. Finishes here included linoleum flooring, exposed perimeter brick and partition gypsum board walls. Ceilings were acoustical dropped tile with fluorescent lighting. The second portion of the public space consisted of an open laminate counter for retail postal services. Finishes here were similar to the rest of the public area. The operational space was a large open room with fixtures and furniture oriented toward the rear loading dock. The space also included one or more office spaces, created by gypsum board walls. It also included a small break room for postal employees. Both offices and break rooms were typically accessed directly off the work room; in larger facilities with multiple offices, a corridor was more likely. The work room finishes were utilitarian, typically with concrete floors, painted exposed walls and ceiling with hung fluorescent lighting. Office and break rooms included linoleum flooring, painted gypsum board walls and dropped tile ceiling.

Within the state of Oregon, the new post office became ubiquitous with an estimated 100 new facilities built. Chronologically, construction crested in 1961 to 1963, but there were examples prior and later. New postal buildings were built in small remote towns such as Unity in Baker County (incorporated in 1972 with a population of approximately 150 people). Replacement postal buildings were constructed in larger towns such as La Grande. And new regional postal buildings were constructed in neighborhoods and suburbs such as the Forest Grove and Killingsworth branches in Portland, and the West Slope branch between Beaverton and Portland. An article in the Oregonian for the new post office for Troutdale outlined the typical arrangement:

*“Construction of a new post office in Troutdale has been authorized by the Post Office Department. The department has an option on a site on the southwest corner of Second and Buxton Street... owners of the property are Arthur D. Matches, E. P. Dering and Olive G. Parsons, all of Troutdale. A modern postal facility will be constructed on the site which comprises 13,000 square-feet. The new building will contain approximately 2,663 square-feet of interior space and will include a 216-square-*

<sup>6</sup> URS, *Postal Facilities Constructed or Occupied Between 1940 and 1971*, 2012, Unpublished, 288.

<sup>7</sup> *Ibid*, 289-290.

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*foot platform and an estimated 5,260 square-feet of parking and maneuvering areas. The new post office will be constructed under the department's commercial leasing program which utilizes the resources and investment funds of private enterprise to obtain needed postal buildings. Bidding forms and specifications will be available in the near future.*<sup>8</sup>

In the typical scenario, the Post Office Department acquired the land and solicited bids for the construction of a new facility, although as often, the solicitation only outlined parameters of location and the Department never actually acquired the land. That bid request outlined the specifications (size, layout, and construction), but not design. In Oregon, these buildings were typically small, one-to-five thousand square-feet depending on location, and most often in remote communities. People responding to the solicitations were builders. Rarely were architects involved. If the property was owned by the Post Office Department, it was then sold to the builder/developer with an agreement for the Department to lease the building for a period of 10 to 15 years with several renewal options. Alternatively, if the property were owned by the developer, it was the simpler design-build development concept. This approach allowed the Department to leverage its limited funds. It also kept the properties on the local property tax rolls. None of the "Thousand Series" Post Offices in Oregon were built and owned by the Department.

As of 2016, the United States Postal Service owns six "Thousand Series" Post Offices in Oregon. The agency's acquisition of these six post offices was the happenstance result of an owner interested in disposing of the property where there was no ready buyer.

#### **HISTORY OF THE SCAPPOOSE POST OFFICE**

The present Scappoose Station opened in February 1966, the product of a lease agreement with a builder-developer through the United States Postal Office Department.

The Scappoose Post Office was first established in 1872, only 13 years after Oregon statehood. It was first located on the south bank of the Columbia River's Multnomah Channel in an area today known as Johnson Landing. Born as a river town, Scappoose migrated a few miles west to its present location with the arrival of the Northern Pacific Railroad. The town then jumped to the west side of the track when the Columbia River Highway was built in 1915. First built as a macadam road (e.g., compact stone covered), over the next decades the road was paved and then widened. With the road came electricity, bus service, and tourism. The town came to be centered at the intersection of Columbia Avenue (which ran to the river) and Main Street (otherwise known as the Columbia River Highway). This intersection featured the train station, bus station, and a cluster of commercial buildings on the west side of Main Street. It was here, on an interior parcel, that the Post Office was located in a 2-story 40 foot wide by 40 foot deep building.

The source for the new Scappoose Post Office was the "Thousands Series," as was typical during this time. In the 1950s, the Post Office Department faced a fiscally conservative Congress generally unwilling to allocate funding for new Post Offices. With ever increasingly outmoded and inadequate facilities, the Department turned to the Public Buildings Construction Act of 1959 as legal authority to fund new projects.<sup>9</sup> That act authorized a lease-purchase program for federal buildings, with lease terms that would attract local developers.<sup>10</sup>

In executing this program, the Post Office Department was pro-active. The Department selected and often directly purchased prospective sites. It would solicit bids from developers by providing project specifications (size, layout, and construction), but also by providing a style manual that gave examples of "acceptable"

<sup>8</sup> *The Oregonian*, September 25, 1960.

<sup>9</sup> URS, *USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971*, September 2012, Unpublished, 285.

<sup>10</sup> *Ibid*, 286.

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designs in the construction of leased post offices between 1,000 and 12,000 square-feet.<sup>11</sup> The brochures included artist renderings, schematic plans, and suggested materials. Based on this guidance, developers would submit bids in a competitive process. This method was used in Scappoose and across the state. As a result, the new “modern” post office became ubiquitous with new structures being found in virtually all communities of any size.

In Scappoose, the Post Office Department began by acquiring a full block parcel one block north of its current location in 1964. That parcel consisted of six tax lots containing six single family homes of varying stature. Purchasing a full block was common practice for this period as it allowed for customer parking and loading access as well as maneuverability for trucks. The Department then put the project out to bid. On October 29, 1964, the St. Helen's Sentinel-Mist featured a conceptual drawing of the proposed new building, noting that it was a 63 foot by 97 foot, one-story reinforced-concrete building on a 200 by 200 foot lot. The architect was Stanton, Boles, Maguire & Church. Project costs were estimated at \$125,000.<sup>12</sup> Ultimately, on June 17, 1965, agreement was reached with Saxton Painting Company of Tacoma, Washington for construction of a 4,500 square foot post office for \$170,800.<sup>13</sup> As designed and built, the Scappoose Main Post Office consisted of a one-story, box-like building with a 24-hour lobby including postal boxes and will call window as well as a separate retail counter space at the front and, at the rear, a large open work room. All of these features are typical of the Thousand Series Post Office.

Saxton was the lowest of seven bidders. The building was to be completed within 180 working days.<sup>14</sup> On July 13 and 14<sup>th</sup>, the houses were demolished by the Scappoose Volunteer Fire Department with Newton Construction and Excavation. Construction began the following week.<sup>15</sup> By September, the foundation was poured. As the project neared completion, on December 13<sup>th</sup> the Post Office held a small ceremony where the Scappoose Postmaster, Wayne Dexter, and General Foreman, Bill Scully, placed a time capsule in the foundation of the new building before the cornerstone was cemented into place.<sup>16</sup> The time capsule contained a copy of the post office building plans, an issue of the Scappoose Spotlight, a list of the city council members, a copy of the original city charter, and one of the new city charter.<sup>17</sup> On February 3, 1966, the building opened

The building was designed by the Portland architecture firm of Stanton, Boles, Maguire and Church.<sup>18</sup> The firm formed in 1955 as an outgrowth of Stanton's predecessor firm, "The Office of Glenn Stanton" where Boles, Maguire and Church had been associates. The firm's primary principal, Arthur Glenn Stanton, was born in Humboldt, Iowa on May 17, 1896. He attended the University of Oregon and graduated with a Bachelor of Science degree in 1919. Two years later, he received his Masters of Arts degree from the Massachusetts Institute of Technology. In 1922, at the age of 26, Stanton returned to Portland and entered into the employ of Morris Whitehouse. Three years later, Stanton became partner but then left in 1935 to establish his own practice. After a short partnership with Hollis E. Johnston, Stanton founded his own firm.<sup>19</sup> Stanton's firm was a stalwart in the Post-World War II architecture scene in and around Portland. The firm produced a solid body of work in contemporary style, including a significant body of work in education buildings. Among their better known projects are the Nabisco Factory (100 NE Columbia Street; 1949); Evans Music Hall (1955) and BoDine Hall (1952) on the Lewis & Clark Campus; Madison High School (2735 NE 82<sup>nd</sup> Avenue; 1955); the Executive Building 811 SW 6<sup>th</sup> Avenue; 1956); and the YMCA (111 SW 10<sup>th</sup> Avenue; 1958). One of the firm's best projects was the Prince Lucien Campbell Hall on the University of Oregon campus, completed in 1962.

<sup>11</sup> URS, *USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971*, 289-290.

<sup>12</sup> Sentinel – Mist, July 1, 1965.

<sup>13</sup> Scappoose Spotlight, June 24, 1965.

<sup>14</sup> Ibid.

<sup>15</sup> Scappoose Spotlight, July 22, 1965.

<sup>16</sup> Sentinel – Mist, December 13, 1965.

<sup>17</sup> Ibid.

<sup>18</sup> Sentinel – Mist Newspaper, October 29, 1964.

<sup>19</sup> Richard E. Ritz, FAIA, *Architects of Oregon*, (Portland, OR: Lair Hill Publishing. 2002), 369-370.

United States Post Office [Scappoose]  
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The firm also did several buildings for the Post Office Department, including the P&DC (715 Hoyt Street; 1962). Stanton died in 1969 at the age of 74.

### **REGISTRATION REQUIREMENTS FOR SIGNIFICANT U. S. POST OFFICES IN OREGON, 1940 TO 1971: THOUSANDS SERIES POST OFFICES**

The Thousand Series Post Offices are associated with the Post Office Department's new construction in the 1960s. This subtype consists of utilitarian, one-story, box-like buildings typically developed for Post Office use on a build-to-suit basis. The Thousand Series is the most common building type constructed in the period 1940 to 1971.

To create a framework for evaluating these and other facilities built in this era, the USPS prepared a Multiple Property Documentation Form, titled "U.S. Post Office Department Facilities in Oregon, 1940 to 1971." This document established a building typology and parameters for examples being listed on the National Register.

Specific to Thousand Series properties, the MPDF states that only a single Thousand Series facility may be eligible under Criterion C statewide as a building type. As it notes, the Postal Service has 31,000 current resources; of these, the Thousand Series comprises the vast bulk. It is not appropriate that all properties would be eligible for listing based on common association or design. It may be appropriate for a limited number to be listed as examples based on a broad at least statewide geographic scope and with extensive comparative analysis.

In order to qualify under Criterion C, all of the following registration requirements must be met:

- Based on comparative analysis, that property must be a singularly exceptional representation of the Thousand Series in the State of Oregon.
- The property must be intact with a high degree of integrity to convey that association.

As the MPDF cites, the Scappoose facility is a singularly exceptional representation of the Thousand Series in the state. It not only is a full expression of the building type's hallmark characteristics, but set within a community that best exemplifies the intent of the typology. As described in Section 7, it also has a high degree of integrity, essentially an intact resource.

### **CONCLUSION**

Within the context of the multiple property document, "U.S. Post Office Department Facilities in Oregon, 1940 to 1971" and the Memorandum of Agreement between the United States Postal Service and the Oregon State Historic Preservation Office, signed by Oregon SHPO on May 26, 2011, the Scappoose Post Office is eligible for listing in the National Register under Criterion C for Architecture as a statewide example of a Thousand Series Post Office. The property meets both the specifics and intent of the registration criteria, is singularly evocative of the Thousand Series USPS building type in Oregon and maintains a high degree of integrity.

United States Post Office [Scappoose]  
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Columbia Co., OR  
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**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Bruns, James H. *Great American Post Offices*. New York: John Wiley & Sons. 1998.

City of Scappoose. Scappoose History. [http://www.ci.scappoose.or.us/index.asp?SEC=6E5B0F5C-8A41-4C74-89A1-85DE5C6A50B5&Type=B\\_BASIC](http://www.ci.scappoose.or.us/index.asp?SEC=6E5B0F5C-8A41-4C74-89A1-85DE5C6A50B5&Type=B_BASIC) (accessed July, 2013).

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Helbock, Richard W. *Oregon Post Offices, 1847-1982*. Las Cruces, NM: La Posta. 1982.

McArthur, Lewis A. *Oregon Geographic Names*. Portland, OR: Oregon Historical Society Press. 1982.

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Oregonian. September 25, 1960.

Ritz, Richard E., FAIA. *Architects of Oregon*. Portland, OR: Lair Hill Publishing. 2002.

Robinson & Associates. *Growth, Efficiency, and Modernism: GSA Buildings of the 1950s, 60s and 70's*. Washington, DC: General Services Administration. 2003.

Sanborn Fire Insurance Maps.

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South County Spotlight. Scappoose, Spotlight Newspaper. June 10, 1965, June 24, 1965, July 1, 1965, July 22, 1965, July 29, 1965, September 16, 1965, October 14, 1965, November 18, 1965 and December 16, 1965.

United States Postal Service. "The United States Postal Service: An American History 1775-2006." Washington, DC: United States Postal Service. 2007.

URS Group, Inc. "USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied Between 1940 and 1971." 2012. Unpublished.

**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67 has been requested)  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository(ies): St. Helens Library;  
South County Spotlight

Historic Resources Survey Number (if assigned): N/A

United States Post Office [Scappoose]  
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**10. Geographical Data**

**Acreege of Property** 39,517 SF (less than one acre)

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

**Latitude/Longitude Coordinates**

Datum if other than WGS84: N/A  
(enter coordinates to 6 decimal places)

1	<u>45.759380°</u>	<u>-122.878675°</u>	3	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude
2	<u></u>	<u></u>	4	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude

**Verbal Boundary Description** (Describe the boundaries of the property.)

The subject property is located on Lots 1-8 of Block 6, comprising Tax Lot 3200, in the Town of Scappoose, Columbia County, Oregon

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary is the original and legally recorded boundary lines for the property for which National Register status is being requested and includes the entirety of the property historically associated with the building.

**11. Form Prepared By**

name/title John M. Tess, President date 10/6/2016  
organization Heritage Consulting Group telephone (503) 228-0272  
street & number 1120 NW Northrup Street email jmtess@heritage-consulting.com  
city or town Portland state OR zip code 97209

**Additional Documentation**

Submit the following items with the completed form:

- **Regional Location Map**
- **Local Location Map**
- **Tax Lot Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

United States Post Office [Scappoose]  
Name of Property

Columbia Co., OR  
County and State

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

**Photo Log**

**Name of Property:** United States Postal [Scappoose]  
**City or Vicinity:** Scappoose  
**County:** Columbia **State:** Oregon  
**Photographer:** Heritage Consulting Group  
**Date Photographed:** March 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

- Photo 1 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0001  
Exterior View, East Façade (front), signage and seal, camera looking southwest
- Photo 2 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0002  
Exterior View, East Façade (front), main entry to the north, camera looking northwest
- Photo 3 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0003  
Exterior View, North Façade, camera looking south
- Photo 4 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0004  
Exterior View, West Façade (rear), loading dock addition to the south, camera looking east
- Photo 5 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0005  
Exterior View, South Façade, loading dock addition to the west, camera looking north
- Photo 6 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0006  
Interior View, patron lobby, camera looking north
- Photo 7 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0007  
Interior View, retail lobby, camera looking south
- Photo 8 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0008  
Interior View, employee office, camera looking southeast
- Photo 9 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0009  
Interior View, postal service area, camera looking northwest
- Photo 10 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0010  
Interior View, loading dock, camera looking northwest
- Photo 11 of 11:** OR\_ColumbiaCounty\_UnitedStatesPostOfficeScappooseOregon\_0011  
Interior View, postal service area, camera looking south

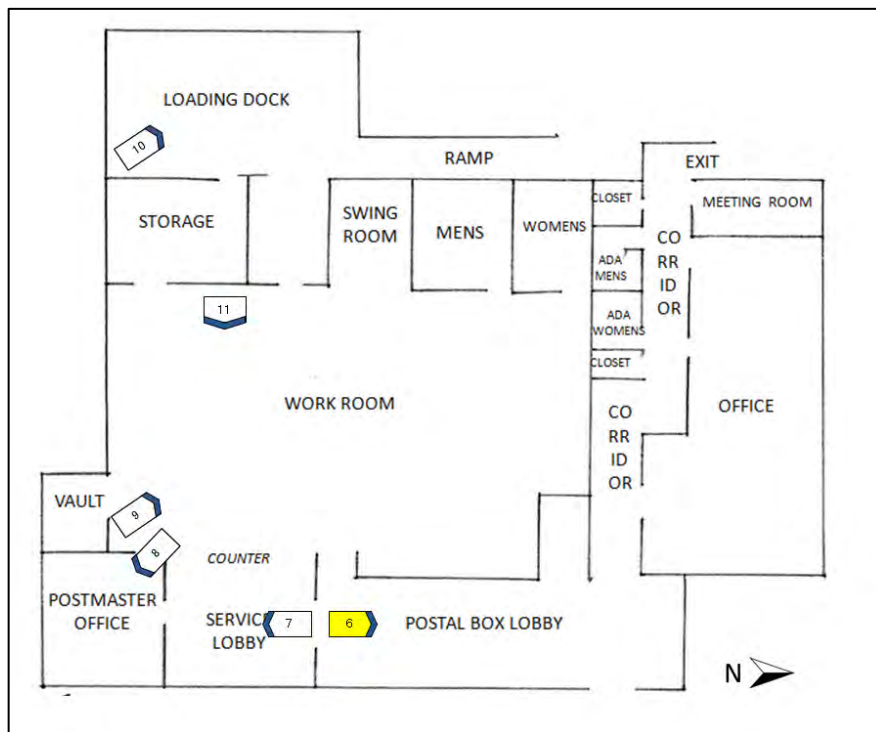
United States Post Office [Scappoose]  
Name of Property

Columbia Co., OR  
County and State

Exterior Photo Key (Photograph 1 is highlighted to indicate the starting location)



Interior Photo Key (Photograph 6 is highlighted to indicated the starting location)



**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 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number Additional Documentation

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United States Post Office [Scappoose]
Name of Property
Columbia Co., OR
County and State
U.S. Post Office Department Facilities in Oregon, 1940-71
Name of multiple listing (if applicable)

### List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.)

- Figure 1:** General Location Map, location of nominated property marked with red pin
- Figure 2:** Tax Lot and Boundary Map, location of nominated property highlighted, marked with red dot.
- Figure 3:** United States Post Office [Scappoose] Site Plan.
- Figure 4:** United States Post Office [Scappoose] Existing Floor Plan.
- Figure 5:** Aerial view of post office site after being cleared. (Scappoose Spotlight, July 29, 1965)
- Figure 6:** Construction of post office walls. (Scappoose Spotlight, October 14, 1965)
- Figure 7:** Architect's rendering of post office. (Scappoose Spotlight, June 24, 1965)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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County and State
U. S. Post Offices in Oregon, 1940-71
Name of multiple listing (if applicable)

Section number Documents Page 18

**Figure 1:** General Location Map, location of nominated property marked with red pin.  
Latitude 45.759380°; Longitude -122.878675°



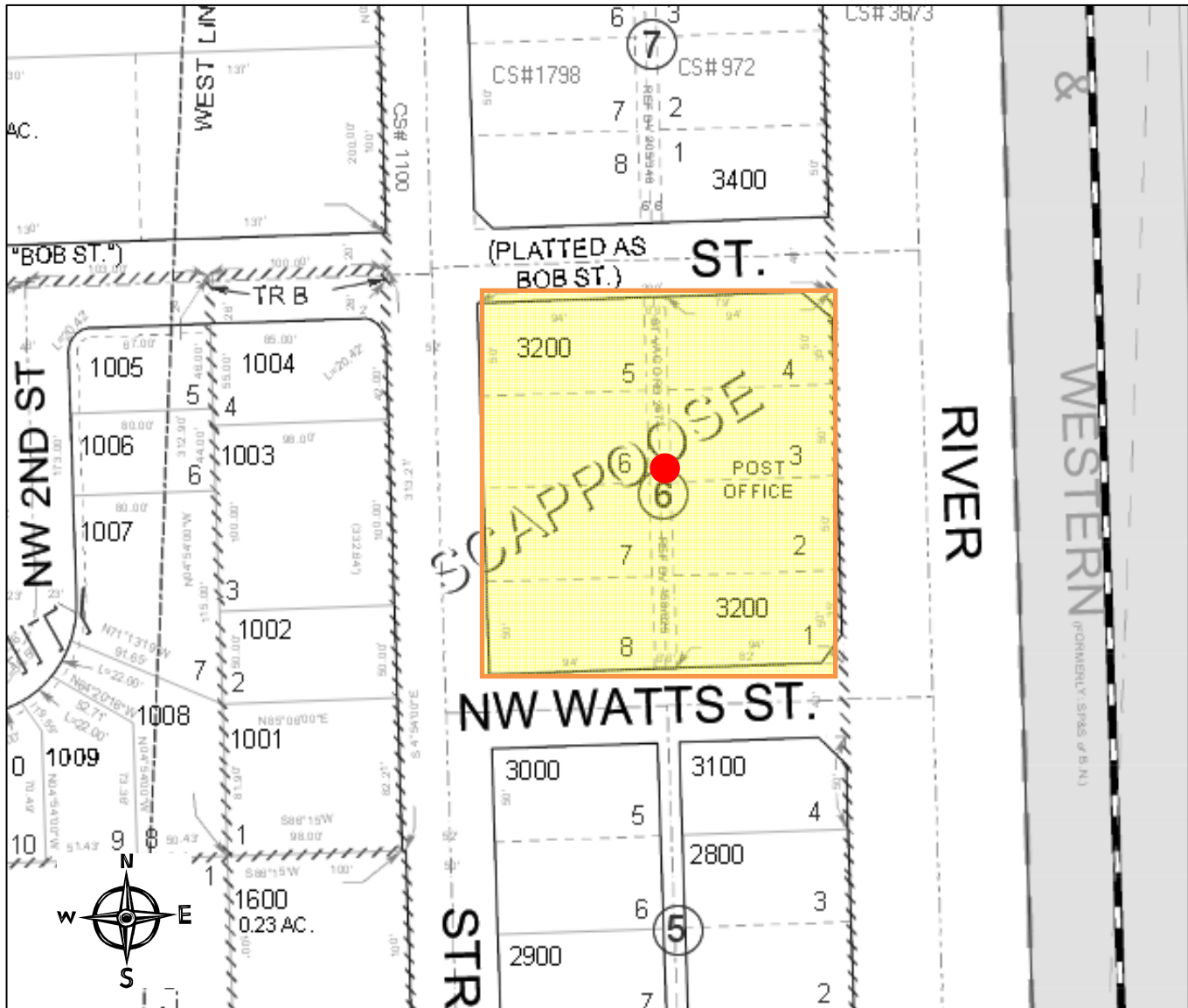
United States Department of the Interior  
National Park Service

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Columbia Co., OR
County and State
U. S. Post Offices in Oregon, 1940-71
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**Figure 2:** Tax Lot and Boundary Map, location of nominated property highlighted and marked with dot.



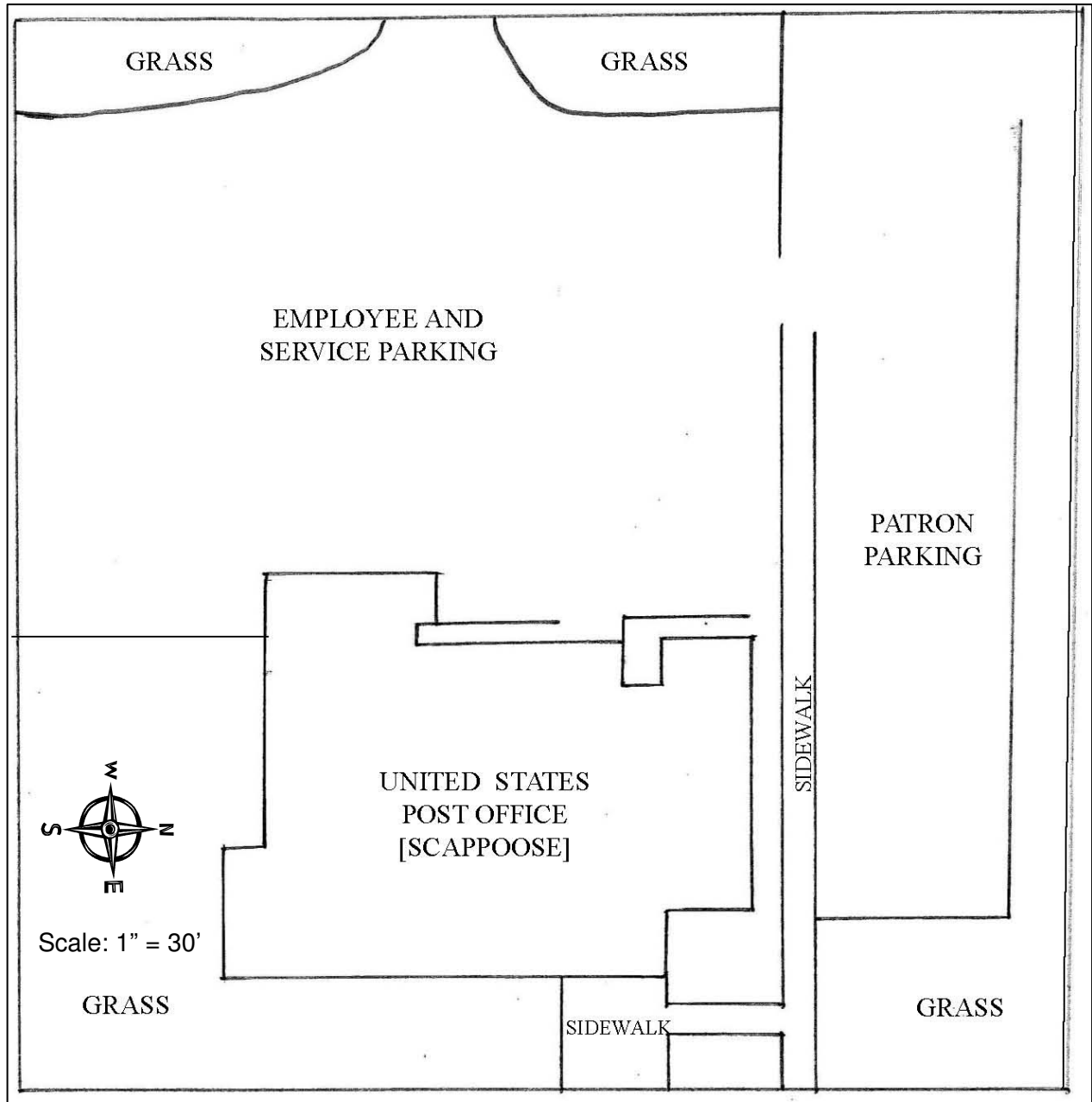
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

United States Post Office [Scappoose]
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U. S. Post Offices in Oregon, 1940-71
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**Figure 3:** United States Post Office [Scappoose] Site Plan.



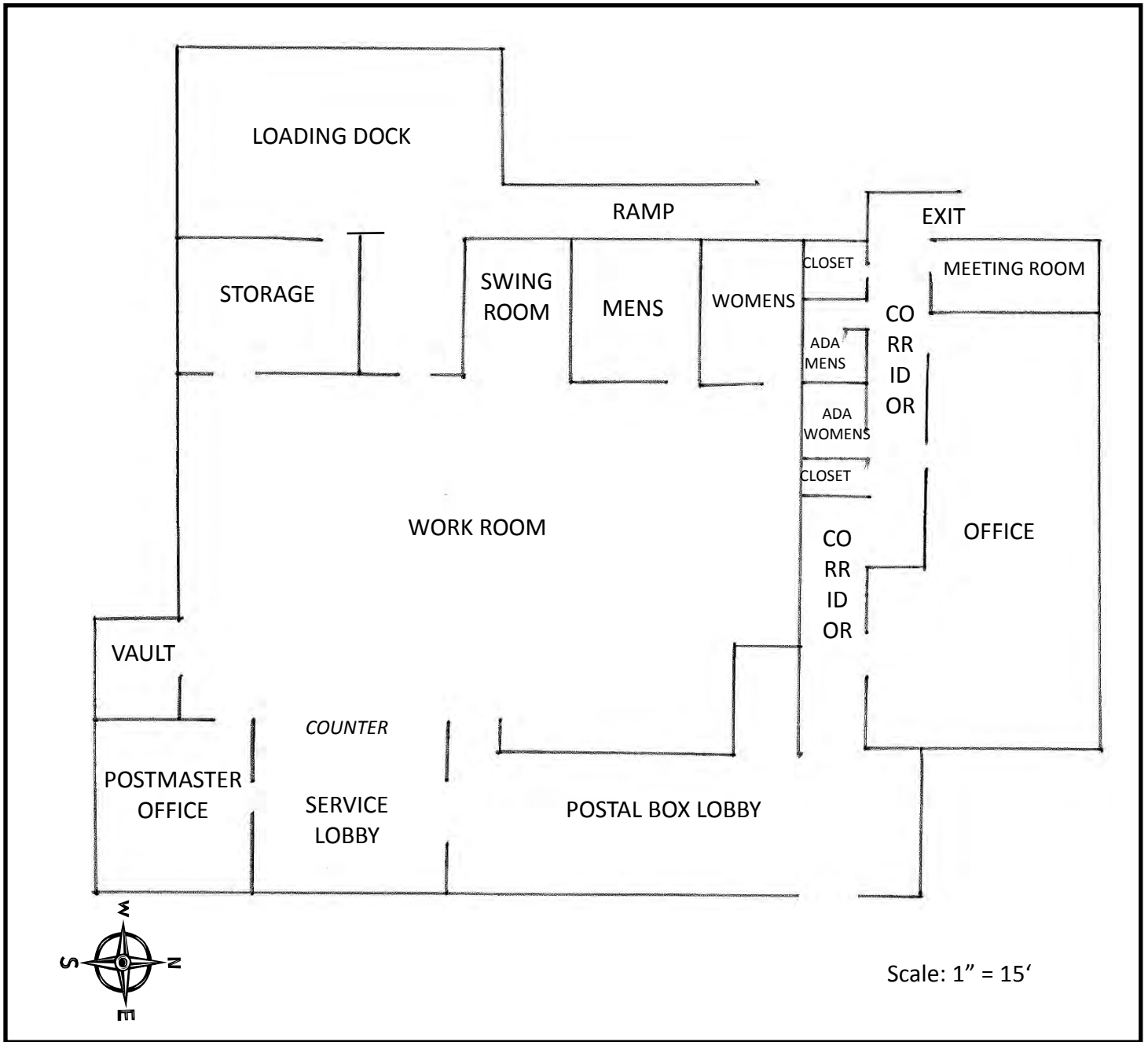
United States Department of the Interior  
National Park Service

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United States Post Office [Scappoose]
Name of Property
Columbia Co., OR
County and State
U. S. Post Offices in Oregon, 1940-71
Name of multiple listing (if applicable)

Figure 4: United States Post Office [Scappoose] Existing Floor Plan.





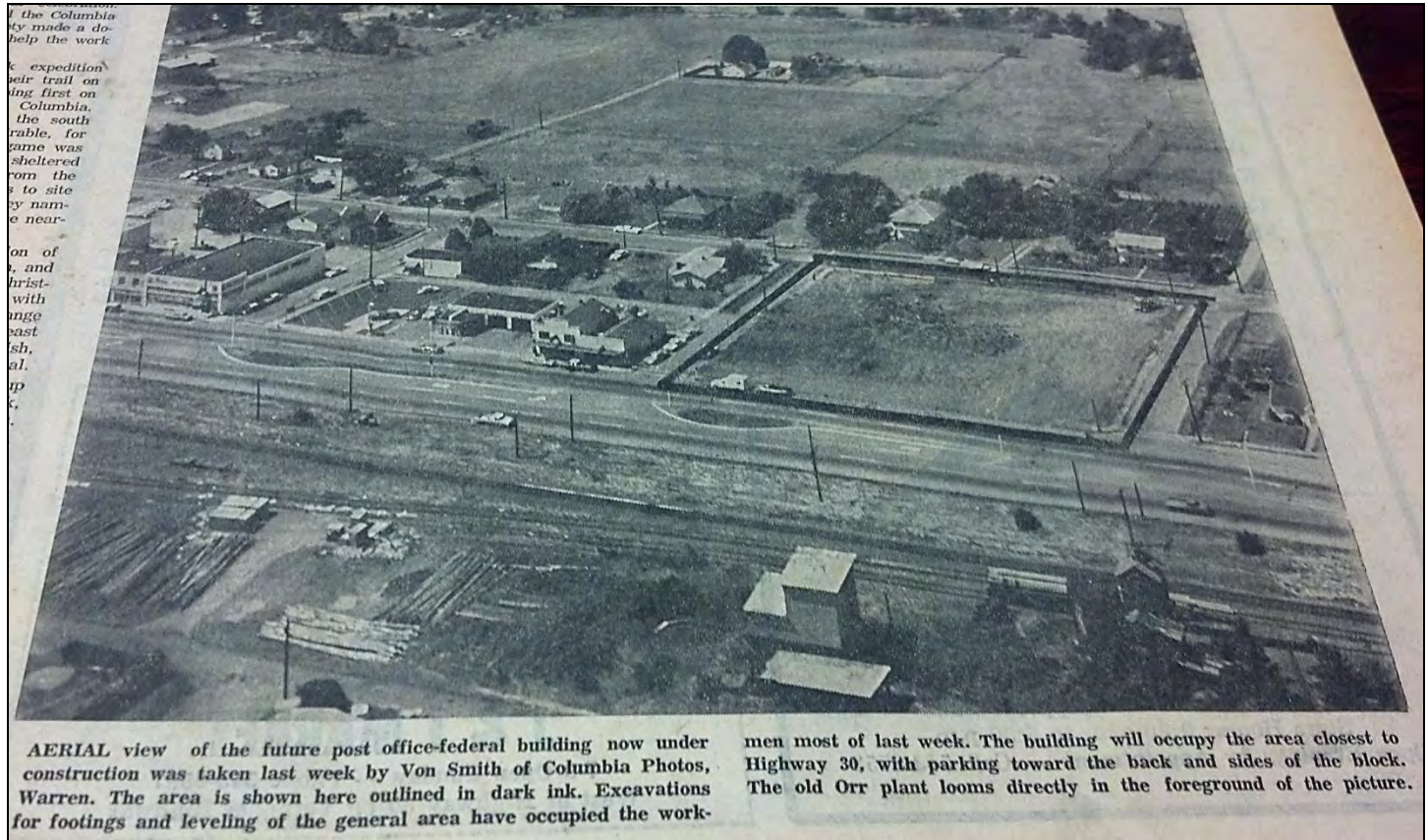
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

United States Post Office [Scappoose]
Name of Property Columbia Co., OR
County and State U. S. Post Offices in Oregon, 1940-71
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**Figure 5:** Aerial view of post office site after being cleared. (Scappoose Spotlight, July 29, 1965)



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

United States Post Office [Scappoose]

Name of Property

Columbia Co., OR

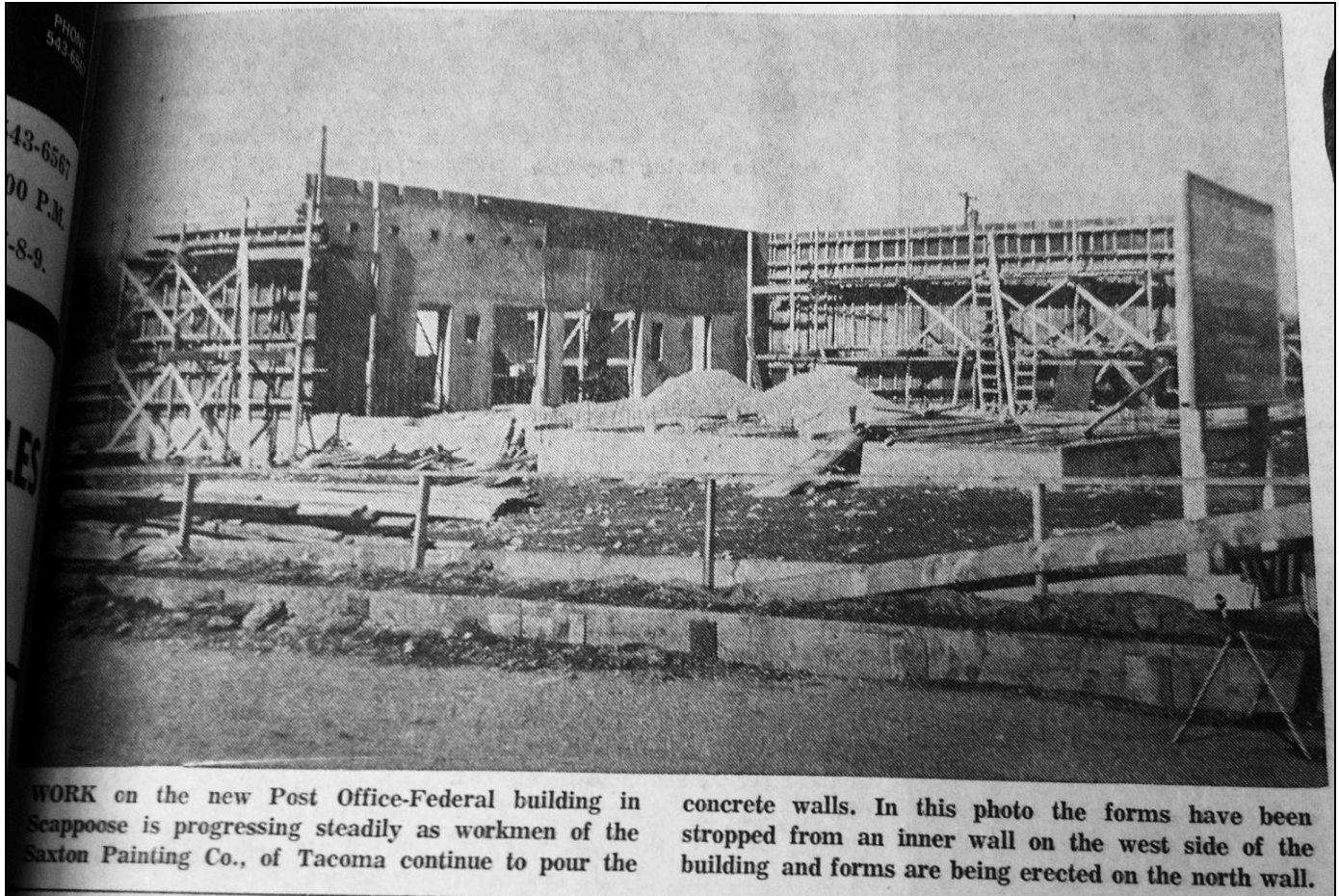
County and State

U. S. Post Offices in Oregon, 1940-71

Name of multiple listing (if applicable)

Section number Documents Page 23

**Figure 6:** Construction of post office walls. (Scappoose Spotlight, October 14, 1965)



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

United States Post Office [Scappoose]

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Columbia Co., OR

County and State

U. S. Post Offices in Oregon, 1940-71

Name of multiple listing (if applicable)

Section number Documents Page 24

**Figure 7:** Architect's rendering of post office. (Scappoose Spotlight, June 24, 1965)







FEDERAL BUILDING  
UNITED STATES POST OFFICE  
SEASIDE OREGON  
WPO56















STOR 1883

ED MAIL

ED MAIL



MAIL







## FEATURED ITEMS

### PACKAGING

Priority Mail Boxes, Envelopes, and Flat Rate Boxes  
Bubble Mailers, Padded Envelopes, and Flat Rate Mailers  
Bubble Mailer Pouches, Flat Rate Mailer Pouches, and Flat Rate Mailer Pouches

Mail from the heart



### PRIORITY MAIL

• DAY SPECIFIC DELIVERY  
• IMPROVED TRACKING  
• FREE INSURANCE UP TO \$500

PLEASE WAIT TO BE CALLED BY NEXT AVAILABLE CLERK

### POSTAGE SERVICES

Service	Rate
First-Class Mail	0.55
Priority Mail	4.95
Priority Mail Express	26.35
Registered Mail	3.10
Signature Confirmation	2.80
Insured Mail	0.35
Return Receipt	2.80
Postage and Fees	0.10

Service	Rate
First-Class Mail	0.55
Priority Mail	4.95
Priority Mail Express	26.35
Registered Mail	3.10
Signature Confirmation	2.80
Insured Mail	0.35
Return Receipt	2.80
Postage and Fees	0.10







POSTAL SERVICE  
SAFETY

POSTAL SERVICE  
SAFETY

EXIT

UNITED STATES  
POSTAL SERVICE

PROPERTY OF  
U.S. POSTAL SERVICE

UNITED STATES  
POSTAL SERVICE

UNITED STATES  
POSTAL SERVICE

FIRST AID  
STATION

6925



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363

UNITED STATES  
POSTAL SERVICE

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/16/2016      Date of Pending List:      Date of 16th Day:      Date of 45th Day: 1/31/2017      Date of Weekly List: 2/9/2017

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      1/31/2017 Date

Abstract/Summary  
Comments:

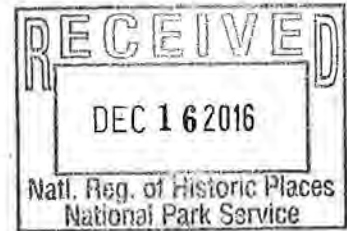
Recommendation/  
Criteria

Reviewer Lisa Deline      Discipline Historian

Telephone (202)354-2239      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



December 14, 2016

VIA PRIORITY MAIL EXPRESS™

Mr. Paul Loether  
National Register of Historic Places  
USDOJ National Park Service – Cultural Resources  
1201 I (eye) Street NW  
Washington, DC 20005-5905

Re: National Register of Historic Places Nominations  
U.S. Post Office Department Facilities in Oregon, 1940 to 1971  
U.S. Post Office [Scappoose]  
2135 5<sup>th</sup> Street NE  
Washington, DC 20260-6224

Dear Mr. Loether:

The United States Postal Service (USPS) is submitting original National Register of Historic Places forms on disks for the two above-referenced nominations.

U.S. Post Office Department Facilities in Oregon, 1940 to 1971, multiple property document:

The enclosed Disk 1 of 1 contains the true and correct copy of the nomination listed above to the National Register of Historic Places. Provided also is an original NRHP signature page signed by the USPS Federal Preservation Officer.

U.S. Post Office [Scappoose]:

The enclosed Disk 2 of 2 contains the true and correct copy of the nomination listed above to the National Register of Historic Places. The enclosed Disk 1 of 2 contains image files in TIFF format. Provided also is an original NRHP signature page signed by the USPS Federal Preservation Officer and the Oregon Deputy State Historic Preservation Officer.

If you do not concur with either submission, we request that you please express your specific concerns and/or objections in writing so that USPS may provide you a USPS product that will consistently meet your needs now and in future submissions.

Thank you for your assistance in this matter. Should you have any questions concerning these submissions, please contact the undersigned at (202) 268-2782, or by email at [daniel.b.delahaye@usps.gov](mailto:daniel.b.delahaye@usps.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Delahaye", written in a cursive style.

Daniel Delahaye  
Federal Preservation Officer