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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—North Troy, Vermont  
Other names/site number North Troy Inspection Station; North Troy Border Inspection Station

**2. Location**

Street & Number 743 Route 243/ State Route 243 Not for Publication N/A  
City or Town Troy Vicinity N/A  
State Vermont Code VT County Orleans Code 019  
Zip Code 05450

**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.)

Bart Savage Signature of certifying official 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.)

Laura Vrieschmann Signature of commenting official/Title 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 Edson M. Beall Signature of Keeper 9.10.14 Date of Action  
 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>1</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>1</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>    </u>	<u>    </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>    </u>	<u>    </u>
<u>    </u>	<u>    </u>

**7. Description**

Architectural Classification (Enter categories from instructions)

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Revivals/Colonial Revival  
      
    

Materials (Enter categories from instructions)

foundation CONCRETE

roof SYNTHETIC/asphalt shingle

walls BRICK

walls METAL/aluminum (garage wings and dormers)

other WOOD (windows and doors)

GLASS (windows and doors)

    

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  
 \_\_\_\_\_  
 1937

Cultural Affiliation  
 \_\_\_\_\_  
 N/A

Significant Dates  
 \_\_\_\_\_  
 1937

Architect/Builder  
 \_\_\_\_\_  
 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 (9/22/1986)
- 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)

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**10. Geographical Data**

Acreage of Property 1.4

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

Zone	Easting	Northing	Zone	Easting	Northing
1 18	703697	4986821	3		
2			4		

X 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 July 2011  
Street & Number 811 W. 7<sup>th</sup> St., Suite 800 Telephone (213) 627-5376  
City or Town Los Angeles State CA Zip Code 90017

**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 (617) 565-8100  
Street & Number 10 Causeway St., Room 900  
City or Town Boston State MA Zip Code 02222

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 Administration, gathering and maintaining data, and completing and reviewing the form in accordance with the minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief,

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# National Register of Historic Places Continuation Sheet

U.S. Inspection Station—North Troy Orleans County,  
VermontSection 7 Page 1

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

## Description

### *Location and Setting*

The U.S. Inspection Station--North Troy is located at 743 State Route 243 in the village North Troy, town of Troy, Orleans County, Vermont. The station faces west onto the route, and is set back from it. A new U.S. Inspection Station is located roughly 150 feet north of the subject building. The immediate surrounding area is largely open and undeveloped, featuring rolling hills, tall grasses and numerous native trees. The Missisquoi River is located approximately 200 feet behind the inspection station. One residence is directly south of the property and is largely obscured by trees. The inspection station and its accompanying wings are built directly into a steep hill slope that abuts the buildings from the rear. Originally located to the rear of the inspection station were three large duplex houses that have since been moved off the property. Partial remnants of the paved driveway to these residences are still extant at the rear of the inspection station. The area behind the buildings that formerly contained the three houses is now a large landscaped lawn. A drain of river rocks descends the grade of the rear yard and ends just north of the inspection station. In front of the inspection station, the asphalt driveway is symmetrical in dimension and shape to either side north or south of the building program. A mast-type flagpole is present due north of the inspection station at the edge of the property.

### *Exterior*

The U.S. Inspection Station--North Troy is a rectangular plan, 1 ½-story, steep pitch side gabled woodframe building clad in American bond brickwork and constructed in the Colonial Revival style. Symmetrically flanked on either end of the building are 1-story, 4-bay garage wings with aluminum clapboard cladding, and eaveless hipped roofs underscored by a simple cornice molding and a wood fascia. Centered in front of the inspection station is a flat roofed, metal porte-cochere that is supported by square shaped metal beams. The front elevation of the U.S. Inspection Station--North Troy is of five bays placed in a symmetrical arrangement, with two window bays on either side of a centered entrance. The centered entrance features a matching pair of original screen doors and entry doors topped by a paneled transom that now houses an air conditioning unit. The screen doors are wood framed with six panels. All six panels are screened, with the upper panel being the largest. The two lower panels feature a metal lattice work square pattern. The entry doors themselves are wood and feature six-unit glazing with round headed upper units. Below the glazing on each is one square panel. Each door features an original bronze cross-bar handle and bronze kickplates. Inset into the wall atop the entry program is a gauged brick jack arch pattern with a centered marble keystone that protrudes out at its upper portion. A similar jack arch pattern and keystone is above each of the two window bays on either side of the entry. These window bays feature 12/12 woodframe double hung windows underscored with marble sills. Inset into the northern portion of the front elevation in the lower corner is a marble informational plaque. The porte-cochere, which is a replacement of the original, covers a large center portion of the front eave of the building. On either side of it upon the front elevation is a wood fascia with simple cornice molding that wraps around the front corners.

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*U.S. Inspection Station—North Troy Orleans County,  
Vermont*Section 7 Page 2*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

The side gabled roof of the U.S. Inspection Station--North Troy is clad in rectangular gray asphalt shingle in a running course pattern. Within the roof at the front elevation is a centered, aluminum clapboard clad shed roofed dormer with three bays of 8/8 woodframe double hung windows. Each side of the inspection station is conjoined with the garage wings and stepped metal flashing is present above them. The upper portion of the side elevations features paired, inset 4-unit woodframe windows underscored by a continuous marble sill and topped with a flat arch brick pattern. The southern facing pair of these windows is fronted with metal bars. At each side, a wide, beaded cornice molding and wood fascia underscore the side gables and also form a pair of gable returns.

At the rear elevation the first level appears subterranean, as the land grade behind the Inspection building sharply ascends. The rear elevation first level of the inspection station building features symmetrically placed 12/12 wood frame double hung windows topped by gauged brick jack arching and a centered marble keystone. Placed in a pairing off center in the northern portion of the rear elevation are two thin 4/4 wood frame double hung windows topped with gauged brick jack arching and underscored with marble sills. A rear entry features a painted wood door with nine unit glazing topped with jack arching and keystone in a manner similarly used at other windows and doorways. The upper portion on either side of the entry features painted wood framing. The lower portion of the rear elevation features a poured concrete plinth course that appears to indicate the basement level. Three 8-unit, horizontally placed woodframe windows are present within the plinth course. At the rear elevation northern end of the inspection station and behind the north garage wing is one level, a shed roofed American course brick bulkhead. The west elevation of this unit features a pair of 8-unit wood frame awning windows underscored by wood sills. A two-part upper and lower fascia board runs across all three elevations and underscores a ridged bronze roof that is affixed to the building by continuous metal studs. Within the roof atop the rear elevation of the inspection station is a large aluminum clapboard clad shed dormer with four bays of 8/8 woodframe double hung windows. Centered above this dormer behind the ridgeline of the roof is a rectangular brick chimney with a concrete capital.

The two garage wings flank the northern and southern side elevations of the inspection building. The southern wing was originally used for Custom inspection purposes, and the north wing houses the cars of the officers. Both wings are clad in aluminum clapboard siding, and are surrounded by a concrete base that becomes a plinthcourse at the rear elevation. Each wing appears to be of a similar length to the inspection building itself, providing a strong degree of symmetry to the entire program. Though the two garage wings are of identical length, the southern wing features three garage bays rather than four. Upon both wings, above each garage door is a row of four woodframe painted transom panels. The southern, side elevation of the south wing features a pedestrian entrance with a boxed, pent roofed overhang. The northern, side elevation of the northern garage wing features a pair of 8/8 woodframe double hung windows. Across the west elevation of the south wing are four window bays, and at the north wing due north of the bulkhead are two window bays. Each contains 4/4 woodframe awning windows framed with molded wood backbands. An additional set of original, removable woodframe storm windows were present upon many of these windows.

The metal porte-cochere in front of the U.S. Inspection Station--North Troy is a later addition. It has a flat roof and is supported by eight square metal columns. At its northern end, facing the Canadian border is a two-part long, rectangular back-propped painted metal sign that reads "North Troy, Vermont: United States Inspection Station." The sign appears to have been installed at the same time as the non-original porte-cochere. Bronze rail gutters are affixed

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*U.S. Inspection Station—North Troy Orleans County,  
Vermont*Section 7 Page 3*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

at the outer corner columns of the porte-cochere, and a recent metal kiosk is also present beneath it. Rounded concrete curbs and a sidewalk are present beneath the porte-cochere adjacent the inspection station. Polished granite curbs frame the asphalted driveway area north and south of the inspection station.

### *Interior*

The front, east facing half of The U.S. Inspection Station--North Troy first level interior was originally divided into three parts: an Immigration desk and work area in the southern portion, a public lobby in the middle, and the Customs desk and work area in the northern portion. The two desks that served as the primary space delineators between these three areas have been removed, leaving this section of the interior as one continuous open space. In the middle of this space, on the floor of what was originally a public lobby and service area, is a red, fire-flash tile.

Behind this large open area are office spaces, restrooms, and stairways to the basement and upper levels. The wall dividing the front from the rear half of the first level features four bays each on the Customs and Immigration sides of the first level. Each program of four bays features two bays of privacy glass, one bay with a door to the rear offices, and one bay with an original information cabinet marked "Custom Bulletin" or "Immigration Bulletin" respectively. The privacy glass in the door to the Customs private office is written upon with an early gold and black font reading "Immigration and Naturalization Service: Inspector in Charge." The four bays at each end are topped with operable transom windows that still possess their original bronze hardware. All of the windows of the first and second interior level are trimmed with ogee molded wood frames and wood sills. All of the walls and ceilings of the first and second levels are plaster.

The upper level of the U.S. Inspection Station--North Troy features two detention cells at the south end, various storage rooms, and a large meeting room in the center. The hallway is centered in middle of the second floor, and runs north-south. The doors of the two detention cells are clad in sheet metal, and contain a small viewing portal with wrought iron bars and a hinged metal door. The windows within the detention rooms are also covered in steel bar. Original sink and toilet fixtures are also present on the second floor.

The stairs from the first to second level have wood treads and linoleum covered risers, metal balusters and square shaped metal newels each featuring a cornice molded crown detail and side paneling. Wood trim runs along the base of the stairway, and the handrail is of a blonde, stained wood. A rear doorway is present at the stairway and within it are two double panel wood doors with the upper panel of nine-unit glazing. One of these doors is presumably for extra insulation during the autumn and winter months.

The basement level is divided into three separate rooms for the boiler, coal storage and the plumbing machinery. The basement rooms are unfinished and feature painted concrete walls and floors. The doors separating each of these three rooms are paired two panel metal safety doors with a diagonal board pattern within each of the rounded-corner panels.



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*U.S. Inspection Station—North Troy Orleans County,  
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*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

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### *Alterations*

Alterations at the U.S. Inspection Station--North Troy include: aluminum cladding placed on the garage wings and dormers; a non-original porte-cochere; the covering over of the inspection pit in the southern garage wing; and the removal of service desks inside the first level. The North Troy Inspection Station originally featured three 2-story residences that have been relocated off federal property.

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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—North Troy Orleans County,  
Vermont*

Section 8 Page 5

*MPS: U.S. Inspection Station and Associated Points of Entry*

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### Statement of Significance

#### *Summary*

The U.S. Inspection Station--North Troy 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--North Troy 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 1937. Despite the relocation of its detached residential buildings off federal land, the property retains the rest of its original program elements, and continues to demonstrate the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—North Troy 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 1937, it was sited alongside a border highway, State Route 243, 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—North Troy retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. Despite the application of aluminum siding replacement of the porte-cochere, and removal of some interior features, the exterior and interior of the station building still convey the historical design, workmanship, and materials of the facility's original construction. The alterations are offset to some degree, by the original main entrance doors, among the last to survive at any of the Inspection Stations in Vermont. A Colonial Revival design 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 flat arches, and simple Colonial style features. The station building largely retains integrity and is distinguished, both in its exterior and interior features and materials, 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.

The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—North Troy eligible for the National Register on September 22, 1986.<sup>1</sup> The new border inspection station on the property is a non-contributing building.

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<sup>1</sup> National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont

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# National Register of Historic Places Continuation Sheet

U.S. Inspection Station—North Troy Orleans County,  
VermontSection 8 Page 6

MPS: U.S. Inspection Station and Associated Points of Entry

## *U.S. Inspection Station—North Troy, 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—North Troy:

*A building erected by a private party for rental to the Government is nearing completion at this port, and provides satisfactory office facilities for both the Customs and Immigration Services, as well as a sheltered driveway and garage accommodations. If the policy of Government buildings on international highways is adopted, this building should ultimately be replaced by a Government owned structure of Type No. 1. However, as facilities now provided are satisfactory, no immediate change is recommended.<sup>2</sup>*

1937 is relatively late for the construction of a U.S. Border Inspection Station, indicating the need for this station developed after the initial recommendation by Benner & Hughes. The U.S. Inspection Station—North Troy 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, which has strong Georgian influences, makes itself present through the combination of: a strongly symmetrical massing featuring a primary unit backed by a centered chimney and flanked by lower wings; strong symmetrical massing in the front elevation including a centered entry program; ogee style cornice and gable molding underscored by fascia boards; shed dormers; a side gabled primary building with brick cladding and symmetrically placed multi-glazed woodframe double hung windows; and gauged brick jack arch molding often featuring centered keystones. The North Troy Inspection Station is the last in Vermont to feature its original entry doors; a pair of painted wood doors of 6-unit glazing with paired round headers plus original bronze kickboards and cross-handle hardware.

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 U.S. Inspection Station—North Troy design, a brick-clad, side gabled 1½ story primary unit with symmetrical multi-bay garage wings is highly similar in design to numerous other inspection stations, including: Ambrose, ND; St. John, ND; Fort Covington, NY; Chateaugay, Mooers, NY; Champlain, NY; Canaan, VT; Norton, VT; West Berkshire, VT; Richford, VT; Laurier, WA, and Metaline Falls, WA. Because many of these Inspection stations were located in isolated areas, they too were designed with standalone living units; north Troy originally featured three 2-story standalone units on the property. The North Troy Inspection Station design and the above- mentioned examples are all of a type that has been written of as “Northern Style” inspection stations for their ubiquity in the northern border states. The Northern Style inspection stations shared general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.<sup>3</sup>

<sup>2</sup> 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.

<sup>3</sup> 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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U.S. Inspection Station—North Troy Orleans County,  
VermontSection 8 Page 7

MPS: U.S. Inspection Station and Associated Points of Entry

At the time of its completion in 1937, the Supervising Architect of the Treasury was Louis Simon. Simon became the Supervising Architect of the Treasury in 1933 after working with the office continually since 1896.<sup>4</sup> Simon retained the post until 1939. A prior GSA study found that “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.”<sup>5</sup>

During Simon’s tenure, the Department of the Treasury was the largest architectural office in the United States, with over \$700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA-era 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—North Troy Station evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, and the Public Works Administration that developed out of the Great Depression of the 1930s. In addition to these contexts the Inspection Station—North Troy also evolved from contexts that were fairly specific to Vermont. The first of these was the imposition of head taxes and literacy tests on cross-border immigrants beginning in 1917 that resulted in a sharp increase of illegal entry attempts into the United States. The second was in context to the Great Vermont Flood of November 3, 1927, when approximately 1 cubic miles 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 were paved. This changed the economy of Vermont so it was no longer dependent on the railroad, and also allowed easier cross-border access from a variety of points between Canada and Vermont.<sup>6</sup>

The U.S. Inspection Station—North Troy projects an iconographic image of American architecture at the international border. It features a Georgian inspired Colonial Revival design system often used for Governmental buildings during this time; one that was consciously associated with the American heritage and the American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage.

The U.S. Inspection Station—North Troy has retained its original location. The natural setting of the inspection station in a pastoral space of deciduous trees, tall grasses, open land, and rolling hills is largely unchanged from 1937. 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*

<sup>4</sup> 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.

<sup>5</sup> *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.

<sup>6</sup> Vermont New Media, <http://www.vermonttoday.com/century/topstories/flood.html>, 1999. viewed 8 Nov 2006.

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# National Register of Historic Places Continuation Sheet

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MPS: U.S. Inspection Station and Associated Points of Entry

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—North Troy 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 by the Supervising Architect of the U.S. Treasury, built in 1937, and sited along State Route 243 near the International Border with Canada. While this station was constructed several years later than most of the other inspection stations, it was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "If the policy of Government buildings on international highways is adopted, this [privately owned] building should ultimately be replaced by a Government owned structure of Type No. 1."<sup>7</sup> Federal authority is symbolized by the prominent flagpole in front of the inspection station building. 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.**

<sup>7</sup> 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.

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U.S. Inspection Station—North Troy Orleans County,  
Vermont

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MPS: U.S. Inspection Station and Associated Points of Entry

**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—North Troy retains *integrity of location* because it is still in its original location along State Route 243 near the International Border with Canada.

**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 government facilities be constructed at North Troy because the existing facilities were adequate, but were rented from a private owner.

At North Troy, protection from inclement weather was provided by a porte-cochere, two 4-bay garage wings, inspection pits; three detached residential buildings for the officers, and the efficient placement of combined functions within the office building. Integrity of proper facilities at the U.S. Inspection Station--North Troy has been somewhat diminished by the relocation of the residential buildings off federal land and the replacement of the original three lane porte-cochere with a single lane replacement. The plan, garage and inspection pit wings, entrance doors, and many interior partitions and features are still extant. As a result, the station building retains adequate *integrity of design and materials*, to convey the notion of proper facilities.

**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--North Troy has been changed by the relocation of three residential buildings off federal land and the introduction of a new border station building. Its natural grass landscape and regionally appropriate Colonial Revival architecture have been maintained, and it continues to be used as an inspection station, and therefore retains integrity of feeling and association.

**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 North Troy, adequate service to the public is demonstrated by the provision of eight bays (one since enclosed) for the storage and inspection of vehicles, and by the provision of ample office space in the station building, upstairs as well as downstairs.

**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

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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—North Troy Orleans County,  
Vermont*Section 8 Page 10*MPS: U.S. Inspection Station and Associated Points of Entry*

property for listing. At North Troy, three detached residences were provided for quarters for the officers, but these were relocated off federal land and no longer convey the concept of decent living quarters for officers on the property.

### *Evaluation under Criterion C*

The U.S. Inspection Station—North Troy 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—North Troy 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 in North Dakota, New York, Maine, and once in California, where it is executed in the Spanish Colonial Revival style. Most of the type-2 designs were constructed 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.<sup>8</sup>

The U.S. Inspection Station--North Troy 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--North Troy exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at North Troy through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, keystones in flat arches, and various Colonial style features. The period of significance of the U.S. Inspection Station-

<sup>8</sup> Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996.

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U.S. Inspection Station—North Troy Orleans County,  
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-North Troy is 1937, 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--North Troy has not changed since its construction, therefore the building retains its integrity of location.

The *setting* of the U.S. Inspection Station--North Troy in a natural grassy landscape has not been significantly changed from the historic period and it still retains its close relationship to State Route 243, as evidenced by the close proximity of the porte-cochere to the highway.

The architectural *design* of the original U.S. Inspection Station--North Troy station building with garage and inspection wings continues to have integrity of design, interior as well as exterior. The building continues to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

The *feeling* of the U.S. Inspection Station--North Troy building is reinforced by its close proximity to the border and highway, 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--North Troy appear to be original. These include brick and clapboard exterior walls, rare extant entrance doors, and wooden sash windows. Interior features such as wood window trim, wooden stairwells, and wooden partitions are also original and contribute to the integrity of the materials, despite the removal of the original service counters.

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 replacement porte-cochere and the garage and inspection wings. 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.

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*MPS: U.S. Inspection Station and Associated Points of Entry*

The *workmanship* of the buildings was likely executed by PWA employees, and the buildings at North Troy retain very good integrity and continue to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork, despite the covering of exterior wood cladding with aluminum siding.

### 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. The covering of the exterior wood cladding with aluminum siding is considered a reversible alteration. Certain modifications may also 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 System<sup>9</sup> 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).
- Minor or reversible exterior alterations.

At North Troy, the porte-cochere was replaced, but the redesign was similar in scale and design to the original. Although the original capacity was three lanes of traffic, the alteration reduced the capacity to one lane. The height also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Removal of the three detached residences off federal land, and filling in of one of the eight garage wing openings do not detract from the overall design integrity of the station, and are offset by the large scale of the building and its retention of many original features, such as the rare original entrance doors, wooden windows and exterior brick wall surface.

### Significance – Conclusion

The U.S. Inspection Station—North Troy 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—North Troy 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 1937. Constructed in 1937, it was sited

<sup>9</sup> "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>, 2/19/2006.

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*U.S. Inspection Station—North Troy Orleans County,  
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*MPS: U.S. Inspection Station and Associated Points of Entry*

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alongside a border highway, State Route 243, 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. Despite some alterations, the building 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 as interpreted by the Supervising Architect of the Treasury. It retains most of its original program elements, 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—North Troy eligible for the National Register on September 22, 1986.<sup>10</sup>

<sup>10</sup> National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont

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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—North Troy Orleans County,  
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*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

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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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## National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—North Troy Orleans County,  
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*MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico*

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### Geographical Data

#### *Boundary Description*

1. The bearings on this survey are based upon the bearing of the westernmost line of the subject parcel, north 05° 59' 00" west as stated on plat produced by Blais surveying company filed in the town clerk's office titled "boundary survey for portions of properties of Carmen Carvelli Dewees irrevocable trust, Les Matthews & Rosalie Matthews, and property of the United States of America" dated 12/20/2002. 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 = 913953.546, easting = 1662093.050. 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 # 20042601059) on 06/25/2004 and the following utilities were requested to respond: Adelphia communications, Verizon, and Vermont Electric Vo-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 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.
6. The boundary field traverse error of closure = s 47° 43' 20" e 0.005 feet and the precision = 1: 7772725.
7. The subject parcel shown as tax parcel id # 01007.7 in the town clerk's office, town of troy, Orleans County, Vermont.
8. 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.
9. The title description error of closure for the subject parcel's component tracts are, ( liber 30 / page 105 ) is 0.00 feet, tracts acquired by condemnation is 0.06 feet. When tracts are combined error is 0.06 feet.

#### *Boundary Justification*

The current U.S. Government owned property boundary is consistent with the original limits.

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# National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans  
County, Vermont*

Section Map Page 16

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

## USGS Map

Copy of map also included as supplemental information.

**UTM References:**  
Zone: 18  
Easting: 703697  
Northing: 4986821



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*U.S. Inspection Station—North Troy Orleans County,  
Vermont*

Section Photos Page 17

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

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### Photographs

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* front and side elevation, view: northwest

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation1.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
Vermont*

Section Photos Page 18

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* front and side elevation, view: south/southwest

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation2.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
Vermont*

Section Photos Page 19

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* rear elevation, view: southeast

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation3.tiff





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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
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Section Photos Page 20

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* front entry doors, view: west

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation4.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
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Section Photos Page 21

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* front façade windows, view: northwest

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation5.tiff



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*U.S. Inspection Station—North Troy Orleans County,  
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Section Photos Page 22

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* rear bulkhead, view: north/northeast

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation6.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
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Section Photos Page 23

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

U.S. Inspection Station – North Troy

Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* storm window, rear elevation, view: northeast

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation7.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
Vermont*

Section Photos Page 24

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* dividing wall, first level, view: southwest

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation8.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
Vermont*

Section Photos Page 25

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* door detail, view: northeast

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation9.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
Vermont*

Section Photos Page 26

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* retaining room door portal, view: west

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation10.tiff



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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
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Section Photos Page 27

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

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U.S. Inspection Station – North Troy

Orleans County, Vermont

*Photographer:* Daniel Paul, Jones & Stokes

*Date:* November, 2006

*Negative:* GSA

*Description of view:* window with original restroom fixture, view: west

*Photo number:* VT\_OrleansCounty\_NorthTroyBorderStation11.tiff





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## National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—North Troy Orleans County,  
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Section Supplemental Page 28  
Information

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

U.S. Inspection Station – North Troy  
Orleans County, Vermont

*Courtesy: National Archives and Records Administration (NARA)<sup>11</sup>*

*Date: 1935*

*Description of view: front elevation*



<sup>11</sup> Image 12 : U.S. Department of the Treasury. Cabinet Setch No. 4. United States Inspection Station—North Troy, Vermont. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.



















IMMIGRATION BULLETIN

IMMIGRATION  
AND  
NATURALIZATION  
SERVICE  
◊  
INSPECTOR-IN-CHARGE







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--North Troy, Vermont  
NAME:

MULTIPLE U.S. Border Inspection Stations MPS  
NAME:

STATE & COUNTY: VERMONT, Orleans

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: 14000610

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