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

2. Location

Street & Number 115 Vermont Route 147N Not for Publication N/A
City or Town Norton Vicinity N/A
State Vermont Code VT County Essex Code 009
Zip Code 05907

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

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

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

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

4. National Park Service Certification

I, hereby certify that this property is:
 entered in the National Register [Signature] Date of Action 9-10-14
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain):

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

1933 - 1963

Cultural Affiliation

N/A

Significant Dates

1933

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 (9/12/1986)
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: National Archives and Records Administration (NARA)

10. Geographical Data

Acreage of Property 0.9

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

Zone	Easting	Northing	Zone	Easting	Northing
1	19	279819	3		
2			4		

See continuation sheet.

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

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

11. Form Prepared By

Name/Title	Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian	
Organization	ICF Jones & Stokes	Date July 2011
Street & Number	811 W. 7 th 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 instructions, gathering and maintaining data, and completing and reviewing the form to meet minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, 1849 C St., NW, Washington, DC 20240.

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*U.S. Inspection Station—Norton
Essex County, Vermont*

Section 7 Page 1

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

Description

Location and Setting

The U.S. Inspection Station—Norton is located at State Route 147 at the Canadian Border in Essex County north of the small town of Norton, Vermont. The structure is located on a triangular lot at the west side of the route. A vacant duty free shop is located directly across the street, and the Canadian Inspection station is visible due north at the opposite side of the highway. Various residential and some commercial properties are present nearby, and a knoll separates the Inspection Station from the heart of the town. The character of the area is pastoral, with deciduous trees, rolling hills, and the nearby Coaticook River, which runs a couple hundred feet behind the property before cutting directly above it. The property is roughly 1,300 feet above sea level. A set of railroad tracks is elevated on a hill behind the inspection station, and delineates the western edge of the property.

Exterior

The U.S. Inspection Station—Norton is a rectangular plan, 1 ½-story, steep pitch side gabled woodframe building clad in American bond brickwork and designed in the Colonial Revival style. Symmetrically flanked on either end of the building are 1-story, 4-bay garage wings with aluminum clapboard cladding, cornerboards, and eaveless hipped roofs underscored by a simple beveled molding. Centered in front of the inspection station is a flat roofed, metal porte-cochere, supported by metal poles, that covers two lanes. The front elevation of the station is of five bays placed in a symmetrical arrangement, with two window bays on either side of a centered entrance. The centered entrance itself is an asymmetrical program featuring a single leaf aluminum framed door with a metal framed two-light vertical sidelight the south side. The sidelight and the door is topped with a metal framed clear transom window. This entry program is a later alteration. 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 lower corner is a marble cornerstone with building information.

The porte-cochere, which is a replacement, covers a large center portion of the front eave of the building. On either side of the porte-cochere upon the front elevation is a wood fascia with simple beveled cornice molding that wraps around the front corners of the building to form gable returns at the sides.

The side gabled roof of the U.S. Inspection Station—Norton 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 running soldier course brick pattern.

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The rear elevation first level of the inspection station building features symmetrically placed pairs of 12/12 wood frame double hung windows at the outer bays 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 is sheltered with a pent-and shed overhang and is accessed by a set of concrete stairs. At the rear entry a double set of doors: one storm door and one entry door are made of wood with nine-unit upper glazing. The lower portion of the rear elevation features a tall concrete plinth course that indicates the basement level, and acknowledges the lower grade of the rear of the property. Within the plinth course are two garage bays [below the north garage wing], a numerous 8/8 windows, and a basement level entry door. 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 vinyl 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. In what was likely an early conversion, the southern garage wing does not feature any garage bays at all; it has been converted into additional office space. Its front elevation features three bays of 12/12 woodframe double hung windows similar to those at the front elevation of the Inspection Station building. The third bay is a pedestrian entry with a six-panel wood door surrounded by continuous glass sidelights and transom windows. In an order moving northward away from the primary building, the north garage wing features four bays consisting of: one 12/12 woodframe double hung window; a pedestrian entry, and two garage bays. Similar 12/12 windows are present at each of the eight bays at the rear of both garage wings. The southern, side elevation of the south wing features two doorways covered with a boxed, pent roofed overhang. The northern, side elevation of the northern garage wing features a pair of 12/12 woodframe double hung windows inset into simple wood framing.

The metal porte-cochere in front of the Norton Inspection Station is not original. It has a flat roof and is supported by metal poles, which are in groupings of three on the outer corners. At its northern end, facing the Canadian border, is a two-part long, rectangular back-propped painted metal sign that reads "Norton, VT: United States Inspection Station." The sign appears to have been installed at the same time as the non-original porte-cochere. Rounded concrete curbs and a sidewalk are present beneath the porte-cochere adjacent the inspection station, as is a recent square plan metal kiosk. What appears to be the original signal bell hardware is located affixed to the building beneath the porte-cochere.

Interior

The front, east facing half of the first level interior is 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. Two built in desks with wood paneling delineate these areas. In the middle of this space on the floor of the public service area is a dark red ceramic fire-flash tile.

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

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 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 wood frames and have wood sills. All of the walls and ceilings of the first and second levels are plaster. Within the inspection station at both first and second levels are five panel wood doors with beaded plank trim. Running floorboards are also present throughout both levels and within the stairwell.

The stairs from the first to second level are carpeted. The stairway features wood "matchstick" balusters and square shaped metal newels each featuring a cornice molded crown detail and side paneling. The handrail is made of a blonde, stained wood. A landing with a doorway that exits to the rear of the property is present at the stairway. The hallway of the upper level runs north-south and is centered in middle of the second floor. Originally, the Norton Inspection Station featured two detention cells at its south end of the second level. The floor plan of the first and second level appears unaltered.

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. Beneath the north garage wing, the basement level continues into additional garage space and an office space that features an original bureau.

The rear portion of property is at a lower grade than the first level of the inspection station. Beneath the northern portion of the U.S. Inspection Station--Norton program, including a front parking area is a raised berm wall of river rock. Just north of the parking area atop this berm is an original light pole with a recent light fixture, and a circular planter with a mast style flagpole. The U.S. Inspection Station—Norton rests on a triangular shaped lot, and the rear yard is mowed lawn. The property gradually begins to ascend behind the cinder block Truck Inspection Facility until it apexes at a set of railroad tracks to the west of the Inspection Station. These tracks delineate the western edge of the property. Also within the rear yard is a small concrete obelisk dated 2006, which is a non-contributing resource.

Truck Inspection Facility

Behind the inspection station building is a rectangular plan, truck inspection facility that appears to date from the immediate post-World War II era. This facility is made of cinder block, has two garage bays with overhead metal doors, and two bays with metal frame operable hopper windows at either side and in the rear. All windows are underscored with concrete sills. The roof of the resource is slightly pitched, with edges surrounded by metal flashing. It extends to form a long eave at the east elevation, which features the two garage bays. Within this eave are two inset square shaped metal framed lights. This building rests on a tall, stucco covered plinth that contours to the descending grade of the property. A pedestrian entry into this facility is located at the north elevation. It features a small, square

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porch overhang is supported by two metal pipe columns and it is accessed by a set of concrete stairs with a metal baluster and rail. A second entry into this facility is located at the rear portion of the north elevation, below grade, into a basement. The entry is fronted by a wood door and is accessed by its own set of stairs with pipe column railing. Because this resource was built after the period of significance for the U.S. Inspection Stations MPS, and was not part of the original campaign, the truck inspection facility is a non-contributing resource.

Alterations

Alterations at the U.S. Inspection Station--Norton include: vinyl cladding placed on the garage wings and in dormers; a non-original porte-cochere; asphalt shingle replacing slate shingle upon roofs; simple beveled molding across the inspection station and the garage wings; modern roll-up garage doors; a new entry program featuring an aluminum frame single leaf door and aluminum frame sidelight; and the conversion of the south garage wing into additional office space. The Norton Inspection Station originally featured two standalone residences that have been relocated off federal property.

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Statement of Significance

Summary

The U.S. Inspection Station--Norton 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--Norton 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 1933 - 1963. It retains most 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—Norton 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 1933, it was sited alongside a border highway, State Route 147, 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—Norton retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station building still conveys the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, and keystones in flat arches. The building largely retains integrity of both its exterior and interior features and materials, and is a good example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s.

The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—Norton eligible for the National Register on September 12, 1986.¹

U.S. Inspection Station—Norton, 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—Norton:

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

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The office here is located in a rented building at the junction of two roads, close to the boundary but on the wrong side of the street. The office contains only one room and is inadequate. Four customs officers and one immigration officer are stationed at this point.

The standard office building (Type No. 1) should be erected at this place on the right side of the road coming from Canada, at such point as to command a view of the less traveled branch road coming from the border and joining the main highway in this vicinity².

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Norton to be \$55,000 to construct the building and \$1,000 to acquire the site.³

The U.S. Inspection Station--Norton is a good 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; cornice and gable molding underscored by fascia boards; gable returns; 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 south wing of the inspection station has undergone a conversion into office space. However, this conversion is sensitively done and included 12/12 windows and an elaborated entry surrounded by sidelights and transom glass. Both of these features are true to the Colonial Revival design system. The cinder block Truck Inspection Shed appears to have been constructed around the same time as the garage wing conversion (c.1960). Though the shed is highly utilitarian and not Colonial Revival in style, the windows do feature a degree of character in that they are operable hopper windows and have sills similar to those on the Inspection Station. Its function is compatible with the historical use of the south garage wing, which it likely replaced as the inspection facility once the wing became additional office space.

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 Norton Inspection Station design, as a brick-clad, side gabled 1½-story primary unit with symmetrical multi-bay 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; North Troy, 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; Norton originally featured three 2-story standalone units on the property. The Norton Inspection Station design and the above mentioned examples are all of a type that have 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.⁴

² 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: 23.

³ *Ibid.*, page 54.

⁴ 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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Louis Simon had just become the Supervising Architect of the Treasury in 1933: the same year that the Norton Inspection Station was completed. Simon had worked with the office continually since 1896, and likely designed the Norton Inspection Station.⁵ Simon would retain the post until 1939. “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.”⁶

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, inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA-era of construction, and the construction of this particular inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The Norton Inspection 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 Norton Inspection Station 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 had 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 mile of water rained down on the state over one evening and caused severe damage and casualties. As a result of this flood, many roads that had been dirt were now paved. This changed the economy of Vermont away from one formerly dependent on the railroad, and also allowed easier cross-border access from a variety of points between Canada and Vermont.⁷

The Norton Inspection Station 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 Norton Inspection station has retained its original location. The natural setting of the inspection station, located among deciduous trees, rolling hills, and nearby the Coaticook River, is unaltered from the time of its construction. 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.

⁵ 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.

⁶ 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.

⁷ Vermont New Media, <http://www.vermonttoday.com/century/topstories/flood.html>, 1999. viewed 8 Nov 2006.

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Significance within the Related Multiple Property Submission

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

Evaluation under Criterion A

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

Associative Attributes

U.S. Government Ownership and demonstration of federal authority and presence: To represent the government's response to this chain of events, the U.S. Inspection Station—Norton 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 1933, and sited along State Route 147 near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "The standard office building (Type No. 1) should be erected at this place on the right side of the road coming from Canada..."⁸ Federal authority is symbolized by the prominent mast-type flagpole near the front of the inspection station building and by the alarm bell. 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.**

⁸ 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: 23.

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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—Norton retains *integrity of location* because it is still in its original location along State Route 147 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: “The office here is located in a rented building at the junction of two roads, close to the boundary but on the wrong side of the street...The standard office building...should be erected...on the right side of the road coming from Canada, at such point as to command a view of the less traveled branch road coming from the border and joining the main highway in this vicinity.”⁹

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Norton because it was a rented facility and was too small, as follows: “The office here is located in a rented building...The office contains only one room and is inadequate. Four customs officers and one immigration officer are stationed at this point.”¹⁰

At Norton, protection from inclement weather was provided by a porte-cochere (replaced), garage and inspection wings (altered openings); a pair of detached residential buildings for the officers (relocated off federal land), and the efficient placement of combined functions within the office building. Despite these changes, the plan of the station building retains adequate integrity *of design and materials* to convey its original range 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--Norton has not been significantly changed with the exception of the removal of two detached residences off federal land. It retains its mast-type flagpole and natural setting with landscaped traffic islands and a rustic river-rock berm. Its regionally appropriate Colonial Revival architecture has been maintained, and it continues to be used as an inspection station, and therefore retains integrity of feeling and association.

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 Norton, adequate service to the public is demonstrated by the presence of a porte-cochere (replaced), multiple traffic lanes, by the provision of eight bays for the storage and inspection of vehicles, and by the provision of ample office space in the station building, upstairs as well as downstairs. Some of the garage and inspection openings were altered to

⁹ Ibid., page 23.

¹⁰ Ibid., page 23.

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*U.S. Inspection Station—Norton
Essex County, Vermont*

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

accommodate an increase in office space. While this altered the original design, it is consistent with the change in program requirements to provide adequate service to the public.

Decent living quarters for officers: To represent the government's responsibility to retain quality officers, a property may have separate living quarters downstairs, upstairs, or in detached residences. The Benner and Hughes report of 1928 recognized that the need for living quarters was flexible and could be changed to accommodate the needs of a particular station over time. Therefore, because of the changing needs of Customs and Immigration over time, alteration of the living quarters for another use or removal of detached residences would not disqualify a property for listing. At Norton, two detached residences were provided for quarters for the officers, but these have been relocated off of federal land and no longer convey this historic function.

Evaluation under Criterion C

The U.S. Inspection Station—Norton 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—Norton is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 2: 5-bay Inspection Station. The Property Type Number 2 design was used often and appears in extant Inspection Stations not only in Vermont but also in North Dakota, New York, Maine, and 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.¹¹

¹¹ 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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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

The U.S. Inspection Station--Norton 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--Norton exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Norton through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, and keystones in flat arches. The period of significance of the U.S. Inspection Station--Norton is 1933, 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--Norton has not changed since its construction, therefore the building retains its integrity of location

The *setting* of the U.S. Inspection Station--Norton has not been significantly changed from the historic period, with the exception of the removal of two detached residences off federal land. The property still retains its mast-type flagpole, landscaped traffic islands with river rock berms, and the relationship of the replaced porte-cochere to the highway, State Route 147.

The architectural *design* of the original U.S. Inspection Station--Norton building continues to have integrity of design, interior as well as exterior, despite some changes to the exterior cladding, entrance, porte-cochere and garage and inspection wings openings. The building continues to retain various design features that indicate that the structure has a Colonial Revival design aesthetic.

The *feeling* of the U.S. Inspection Station--Norton 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--Norton appear to be original despite the alterations. These include brick and clapboard exterior walls and wooden sash windows. While the wood clapboard walls have been covered by vinyl

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

siding, it is assumed that this is a reversible condition. Interior features such as wood window trim, wooden stairwells, and wooden furnishings are also original and contribute to the integrity of the materials.

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, signal bell, traffic lanes and landscaped islands, and altered 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.

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

Integrity Considerations

As discussed in the Inspection Station MPS, alterations which have changed the character of the original design by substantially changing the exterior wall surface or window and door openings would typically *disqualify* the building from registration. However, the additional of vinyl siding over the wood clapboard is assumed to be reversible. Certain modifications may have occurred after the period of significance in response to changing traffic volume or staffing that is part of the changing historic function of the border inspection stations, and would not necessarily disqualify the properties from registration. At Norton, some of the garage and inspection wing openings were filled in when their space was reconfigured for offices. 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 System¹² 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 Norton, the porte-cochere was replaced, but the redesign was similar in scale and design to the original. The change in height also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Changes to the main entrance and garage 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 other original features, such as the wooden windows and exterior brick wall surface.

¹² "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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Significance – Conclusion

The U.S. Inspection Station—Norton 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—Norton retains all 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 1933. Constructed in 1933, it was sited alongside a border highway, State Route 147, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is 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 despite the relocation of residences off federal land and the reconfiguration of the garage and inspection wings into increased office space. It 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—Norton eligible for the National Register on September 12, 1986.¹³

¹³ National Register Information System, search 05/19/2005, DOE Index by Agency; Agency: GSA; Vermont

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- U.S. General Services Administration. Historic Building Preservation Program: Inspection (Mooers). 27 Apr 1994.
- Vermont New Media. <http://www.vermonttoday.com/century/topstories/flood.html>, 1999. viewed 8 Nov 2006.
- Please refer to the primary MPS National Register application for bibliographic entries related to the shared themes and context of the U.S. Inspection Stations

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Geographical Data

Boundary Description

1. The Vermont state plane, nad83, U.S. foot coordinate for the concrete monument (found) near the northeasterly corner of the parcel has a northing = 915967.638, easting = 1823092.344, elevation = 123.58. The elevations shown on this plan are based upon navd88 vertical datum.
2. A utility locate was called in to Vermont dig safe system, inc. (ticket # 20042611212) on 06/25/2004 and the following utilities were requested to respond: Verizon and Vermont Electric Co-op.
3. 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 = $s 29^{\circ} 38' 00.0'' e - 0.051$ feet and the precision = 1: 34397.
7. The subject parcel does not have a tax parcel id # in the town clerk's office, town of Norton, Essex 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.

Boundary Justification

The present U.S. government property boundary is consistent with the historic property boundary.

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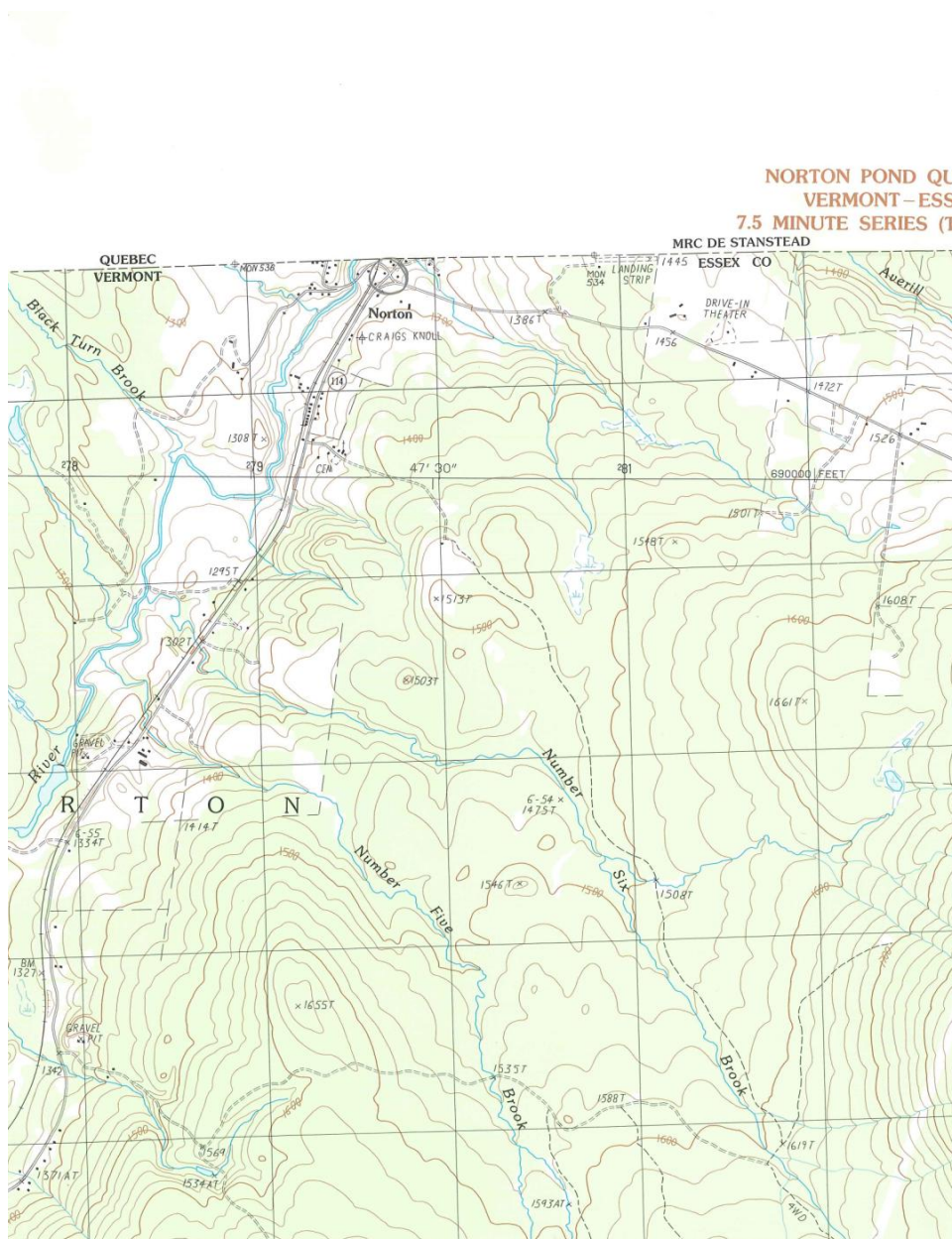
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MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 19
Easting: 279819
Northing: 4987882



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

Photographs

U.S. Inspection Station – Norton

Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

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

Photo number: VT_EssexCounty_NortonBorderStation1.tiff



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Essex County, Vermont*

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U.S. Inspection Station – Norton

Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: stone berm with inspection station and shed in background, view: south/southwest

Photo number: VT_EssexCounty_NortonBorderStation2.tiff



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

U.S. Inspection Station – Norton

Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: Truck Inspection Facility, view: northwest

Photo number: VT_EssexCounty_NortonBorderStation3.tiff



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

U.S. Inspection Station – Norton

Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: original light pole (new fixture) and flagpole, view: northeast

Photo number: VT_EssexCounty_NortonBorderStation4.tiff



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

U.S. Inspection Station – Norton

Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: baluster, second level, view: southwest

Photo number: VT_EssexCounty_NortonBorderStation5.tiff



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

U.S. Inspection Station – Norton

Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: basement safety door with operable hardware, view: north/northwest

Photo number: VT_EssexCounty_NortonBorderStation6.tiff



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

U.S. Inspection Station – Norton

Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: commemorative plaque, view: west

Photo number: VT_EssexCounty_NortonBorderStation7.tiff



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

U.S. Inspection Station – Norton
Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: signal bell hardware under porte-cochere, view: northwest

Photo number: VT_EssexCounty_NortonBorderStation8.tiff



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

U.S. Inspection Station – Norton
Essex County, Vermont

Photographer: Daniel Paul, Jones & Stokes

Date: November, 2006

Negative: GSA

Description of view: obelisk marker (non-contributing), view: northwest

Photo number: VT_EssexCounty_NortonBorderStation9.tiff















HENRY MORGENTHAU JR

SECRETARY OF THE TREASURY

LOUIS A SIMON

SUPERVISING ARCHITECT

GEORGE O VON NERTA

SUPERVISING ENGINEER

1933

MILTON
Z.

CHICAGO ILL. 60638

DRIVEWAY
SIGNAL

TYPE 2081607



UNITED STATES

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--Norton, Vermont
NAME:

MULTIPLE U.S. Border Inspection Stations MPS
NAME:

STATE & COUNTY: VERMONT, Essex

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: 14000603

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