



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—Derby Line, Vermont
Other names/site number Derby Line Border Station and United States Post Office

2. Location

Street & Number 84 Main Street (U.S. Route 5) Not for Publication N/A
City or Town Derby Vicinity N/A
State Vermont Code VT County Orleans Code 019
Zip Code 05830

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.)

Beth A. Sarge 7/23/14
Signature of certifying official Date 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 Proschmann 9/30/13
Signature of commenting official/Title Date
VERMONT 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 K. Beal 9.10.14
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet.
 determined not eligible for the National Register
 removed from the National Register
 other (explain):

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>3</u>	<u>0</u> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-state	<input type="checkbox"/> site	<u> </u>	<u> </u> structures
<input checked="" type="checkbox"/> public-federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> objects
	<input type="checkbox"/> object	<u>3</u>	<u>0</u> total

Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>Government</u> <u>Government</u> _____ _____	Sub: <u>Government Office</u> <u>Custom House</u> _____ _____
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Current Functions (Enter categories from instructions)

Cat: <u>Government</u> <u>Government</u> <u>Government</u> _____ _____	Sub: <u>Government Office</u> <u>Custom House</u> <u>Post Office</u> _____ _____
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7. Description

Architectural Classification (Enter categories from instructions)

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

Materials (Enter categories from instructions)

foundation CONCRETE
 roof SYNTHETIC/asphalt shingle
 walls BRICK
 walls STONE/marble
 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

1932

Cultural Affiliation

N/A

Significant Dates

1932

Architect/Builder

Wetmore, James A.
Simon, Louis A.

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register (9/22/1986)
- 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: U.S. General Services Administration

10. Geographical Data

Acreage of Property 3.0

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	728517	4987530	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. 7th 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 7 Page 1

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

Description

Setting and Property

The Derby Line Inspection Station is set back from Main Street (U.S. Route 5) and like many other border checkpoints, one must exit the main road to auxiliary lanes under a porte-cochere. The Derby Line station is prominently located at an intersection in the center of Derby, Vermont, a small town of about 700 inhabitants. The building is surrounded by a variety of turn-of-the-century non-residential architecture including churches, local government, 3-story commercial buildings, and the Haskell Free library, located just north of the Inspection Station. Listed on the National Register of Historic Places, it contains an opera house on its second floor. The International boundary line cuts through the library building and is visually indicated throughout the entire structure. A parking lot is located directly behind the Inspection Station, and a house-like livestock inspection facility is in the center of the parking lot. A prohibition-era 8-bay inspection garage is located just south of the inspection station building upon the same parcel of property. The inspection station commands a good view of its in-town intersection, and its presence is further enhanced by its formal design, and the use of masonry upon a relatively large-scale building for the town.

Inspection Station:

Exterior

The Derby Line Inspection Station is a Colonial Revival style, 2-story, rectangular plan inspection station with a hipped, side gable roof. The building is seven bays long and three bays wide. The Derby Line Station features English bond brickwork with a wraparound marble stringcourse between the first and second floors, and brick quoin work upon all four corners. The first floor windows are 12/12 wood-frame double hung with marble sills and flat jack arches with marble keystones at the heads. The two end bays of the front elevation protrude out slightly, and at the first level of these are two protruding 4-part bay windows, each with a canopied copper flat seam roof. The protruding end bays and the bay windows themselves further reinforce symmetry, which is a dominant feature of the exterior design. The east-facing entry doors are paired, glazed aluminum units that are an alteration from the original design and materials. However, the original wood frame and transom around them are still extant, and they feature Adamesque tracery. The second floor windows are 8/8 wood frame units that also feature decorative marble sills. Their headers run flush against a running cornice that is underscored by large dentil molding. The roof was originally clad in gray slate and is now covered in asphalt shingle. A low, square-shaped brick chimney is present at the southern portion of the roof's ridgeline.

A south facing entry door consists of four panels with the uppermost being a large glazing unit. It is framed by narrow, square, classical, engaged columns and is topped with a clerestory window. On either side of it is a pair of original, patinated bronze lanterns affixed to the building.

A steel and aluminum clad two lane porte-cochere is affixed to the front elevation. The porte-cochere is 3 bays long and 4 bays wide, and encloses three traffic lanes. Square shaped classical wood columns with inset paneling support the porte-cochere. A metal and glass enclosure is present under the canopy of the porte-cochere. The entry to the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 7 Page 2

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

primary building itself is accessed through this enclosure. Adjacent to this enclosure is a recent, hipped roofed wooden inspector's booth with beadboard wood siding.

Interior

The Derby Line station is much larger than the other eleven inspection stations in Vermont, and its layout is noticeably different. The first floor is organized around a center hall, containing the stairs to the second floor and basement. Originally, the Immigration offices were located on the north side of the hall; they consisted of a Waiting Room, the Immigration Inspector's Office, an Examining Room, and a Clerk & Files Room. To the south of the corridor, the Customs offices consisted of a large public space and work-room with a long desk/counter unit, and two offices, as well as the office for the Deputy Collector. The second floor originally consisted of a series of offices along a double-loaded, north-south corridor that connected with the main stair in the center of the building. The basement contained men's and women's public toilets, several storage rooms, and men's and women's detention rooms.

Many original details and finishes remain intact, particularly on the second floor and in the southern half of the first floor. The Customs and Immigration bulletin boards remain in situ on the walls in the center stairhall. Most of the original decorative wood baseboards survive intact, along with much of the door trim and window trim.”¹

Cattle Inspection facility

At the south portion of the property behind the Derby Line Inspection Station is a single story, rectangular plan cattle inspection facility with wood clapboard cladding. The building is topped with a hipped, side gabled roof clad in composite shingle. A tall, narrow square chimney of brick is present atop the southwest portion of the roof. Wood frame 8-unit casement windows are part of the design, and are set in a row of three sashes at the north elevation, are in two pairs symmetrically arranged at either side of the centered rear door at the south elevation. One of these window bays is infilled with an air duct; a later alteration. Additionally, 4-unit wood frame hopper windows are also present at the east, west, and south elevations. A narrow strip of lawn is present parallel to the south elevation of the building. A full-length shed porch is present at the front elevation, which is enclosed by a fence and gate made of untreated wood plank. Both the porch and structure rest on an exposed concrete slab foundation. At the northern end of the front elevation are wood cattle doors, symmetrically placed at each end. The interior of the cattle inspection facility is unadorned, with a concrete floor, exposed ventilation ducts, air circulation machinery at the ceiling, and fluorescent lighting which all appear to be later additions. Within the Cattle Inspection Facility are also multiple inspection pens with partitions made of thick alloy pipe columns welded together.

Garage

Located south of and behind the Inspection Station is a single story, rectangular plan, north facing 8-bay garage. Constructed in 1931, this structure predates the Inspection Station by one year. The garage has a hipped, side gable,

¹ Information from this section is credited to: Berger, Louise and Associates, Inc. U.S. Border Stations, Vermont: Historic Preservation Plan. (New Jersey: East Orange), 1994: 2-100.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 7 Page 3

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

roof with small eaves, and is clad in composite shingle. A pair of 12/12 wood-frame double-hung windows is present at the east and west width elevations. Affixed to the front elevation above the garage bays are four original gooseneck light fixtures. The original clapboard siding is still extant underneath the recent clapboard cladding, and original paneled doors have also been replaced. A low wood barrier encloses the four westernmost bays of the garage. The garage is highly similar in design and use to the wings found on a variety of other inspection stations. An inspection pit is inside the building, as are original interior finishes.

Alterations

Removal of the border patrol in the 1950s, plus the completion of Interstate 91 and its attendant inspection station in the 1960s resulted in a significant loss of business at the Derby Line station. Because they have been under-utilized since that time, the south half of the first floor and all of the second have been relatively well preserved. The north side of the first floor now contains a medium sized post office facility, which is accessed through a new entrance at the north end of the building. In this area, virtually all original finishes have either been covered up or else removed. The Postal Service has constructed a large brick addition and loading platform area on the northern portion of the west side of the building. This addition rather carefully matched the station's brick color and pattern; to the casual observer, it looks original to the construction.

In the south half of the first floor, original partitions that created four rooms have been removed, and the area reconfigured as a large open space with the offices at the south end and toilets along the rear (west) wall. Original finishes on the outer walls, and on the wall separating this area from the center hall, remain largely intact. No alterations appear to have been made on the second floor.

Posts supporting the porte-cochere have been rearranged to accommodate a wider traffic lane, and installation of new lighting has required a slight covering of the canopy ceiling. The original front doors have been replaced, and the space immediately before them enclosed to form a glassed-in office area. The wooden inspector's booth is also a modern installation, although its form and use of materials are in keeping with the character of the station.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 8 Page 4

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

Statement of Significance

Summary

The U.S. Inspection Station--Derby Line 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--Derby Line 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 1932. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 3: 7- bay Special Inspection Station.

Under Criterion A, the U.S. Inspection Station—Derby Line 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 1932, it was sited alongside a border highway (U.S. Route 5) 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—Derby Line 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's three buildings still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, keystones in flat arches, and Colonial style columns. The buildings retain a high degree of integrity and are distinguished, both in their exterior and interior features and materials, as an excellent example of the Colonial Revival style, particularly for their associative values as a record of the self-image of Federal government buildings during the 1930s.

The U.S. Inspection Station—Derby Line was determined eligible for the National Register by the U.S. General Services Administration and the National Park Service on September 22, 1986.

U.S. Inspection Station—Derby Line, VT: 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—Derby Line:

At this point there are stationed seven customs officers, four customs patrol officers and two immigration officers, in an old house rented jointly by the Customs and Immigration Services. This building provides adequate office facilities, but is improperly

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

**U.S. Inspection Station—Derby Line Orleans
County, Vermont**

Section 8 Page 5

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

located for highway inspection work, being on the wrong side of the street, thereby causing serious traffic congestion because the incoming vehicles have to cross the stream of outgoing traffic. The seriousness of this congestion can be better comprehended when it is stated that between July 1 and October 21, 1927, 121,148 automobiles passed this point. The situation is further aggravated by the fact that the incoming cars must park on a steep hill. The building is located approximately 500 feet from the boundary in the heart of the village, as Rock Island, Canada, is built right up to the line on the other side. It is, therefore, somewhat difficult to secure space for a building properly located, as such a location should be on the right side of the road for incoming vehicles and must be close to the international line so as to avoid the confusion of local with international traffic. The rental paid by the Government is now \$1500 per annum, and the owners feel that they should have an increase in this amount.

It is recommended that the special office building (Type No. 3) be erected on the right side of the highway approaching from Canada².

The Benner & Hughes report estimated the cost of the U.S. Inspection Station--Derby Line to be \$73,000 to construct the building and \$20,000 to acquire the site.³

Among the inspection stations within Vermont, the Derby Line Inspection Station has special significance for its unique, large-scale Colonial Revival Design System with intact Adam and Georgian features. Constructed in 1932, the Derby Line station was the first of 12 inspection stations constructed in Vermont between 1931 and 1937. It is the largest in the state and the most carefully detailed. The Derby Line Station was intended to be the sector headquarters for the various other Vermont inspection stations, with which it shares common stylistic and programmatic features. It retains many of its original character-defining features. Adding to the exceptional nature of the Derby Line Inspection Station property is that its associated outbuildings, including an 8-bay garage used for prohibition era auto inspections and a livestock inspection station, are still extant and are of very good condition and design integrity.

Renderings for the Derby Line inspection station found in the National Archives and Records Administration (NARA) formally identify it as a "U.S. Inspection Station."⁴ To this day, the finished building mirrors strongly the front elevation rendering that was found in the NARA files.⁵ Among the features rendered which the finished building still contains include copper canopied bay windows at the lower level, seven window bays at the upper level, slightly protruding end bays at each end of the front elevation, and a long, symmetrical, medium pitch hipped roof. Just as indicated in the rendering, the building is of strong and still unaltered symmetry. Other original details include brick corner quoining, multi-glazed, wood frame double hung windows with decorative marble sills and jack arches, running cornices underscored by dentil molding, squared columns with classically articulated bases and capitals, and Adamesque tracery around the main entry. The sum of all of these elements is a detailed, remarkably articulated expression of the Colonial Revival design system that was fitting to the Derby Line Inspection Station as the first, largest, and headquarters station for all of the Inspection Stations in Vermont.

Louis A. Simon designed the building before he became the Supervising Architect of the Treasury, a post he held from 1933-1939. The actual design drawings were signed by Simon's predecessor, James A. Wetmore on June 21, 1931.⁶ During Simon's tenure, the Department of the Treasury was the largest architectural office in the United

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 U.S. Department of the Treasury. Cabinet Sketch No. 34, Derby Line, VT, in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

⁵ *Ibid.*

⁶ U.S. Department of the Treasury. Cabinet Sketch No. 34, Derby Line, VT, in Records Group 36, at the National Archives and Record Administration in College Park, Maryland. It represents 48 sets of renderings and building plans for U.S. Border Stations intended for construction at 58 different locations along the U.S. borders with Canada and Mexico.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 8 Page 6

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

States, with over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings constructed during that period. This spate 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 Derby Line 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. The Derby Line Station was one of many in Vermont built in context to the great Vermont Flood of November 3, 1927, which was Vermont's worst natural disaster. As the state rebuilt, formerly dirt roads were blacktopped, and pre-existing paved roads were repaved and made car-friendly.

The Derby Line Inspection Station projects an iconographic image of American architecture at the international border, and is a major masonry public building located in the center of Derby Line, Vermont. As a total program, the Derby Line Inspection Station property is rare in that its two thematically associated outbuildings: an inspection garage and a livestock inspection facility are still extant and have retained their integrity.

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 8 Page 7

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

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—Derby Line 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 1932, and sited along U.S. Route 5 near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "It is recommended that the special office building (Type No. 3) be erected on the right side of the highway approaching from Canada."⁷ 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.**

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—Derby Line retains **integrity of location** because it is still in its original location along U.S. Route 5 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "This [rented] building provides adequate office facilities, but is improperly located for highway inspection work, being on the wrong side of the street, thereby causing serious traffic congestion because the incoming vehicles have to cross the stream of outgoing traffic....The situation is further aggravated by the fact that the incoming cars must park on a steep hill. The [rented] building is located approximately 500 feet from the boundary in the heart of the village, as Rock Island, Canada, is built right up to the line on the other side. It is, therefore, somewhat difficult to secure space for a building properly located, as such a location should be on the right side of the road for incoming vehicles and must be close to the international line so as to avoid the confusion of local with international traffic."⁸

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 Derby Line, not only because there were no dedicated facilities for officers but because of a large volume of traffic and the ensuing congestion, as follows: "At this point there are stationed seven customs officers, four customs patrol officers and two immigration officers, in an old house rented jointly by the Customs and Immigration Services... The seriousness of this [traffic] congestion can be better comprehended when it is stated that between July 1 and October 21, 1927, 121,148 automobiles passed this point."⁹

At Derby Line, protection from inclement weather was provided by a porte-cochere with four lanes of capacity, a detached 8-bay garage, a cattle inspection pen, residential quarters for the officers, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station--Derby Line is among the highest of any property in the Inspection Station MPS. As a result, the station buildings and property retain a high degree of **integrity of design and materials**, and continues to convey its original range of proper facilities.

⁷ 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.

⁸ *Ibid.*, page 23.

⁹ *Ibid.*, page 23.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 8 Page 8

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

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--Derby Line has not been significantly changed, and it retains among the highest original appearance of any station in the MPS, including its original flagpole. 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 Derby Line, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate four lanes of traffic, by the provision of a detached 8-bay garage for the storage and inspection of vehicles, by inclusion of a rare cattle inspection pen, 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 property for listing. At Derby Line, residential quarters for the officers were provided upstairs. Properties that do retain *integrity of design and materials* of the living quarters that were in effect on the property before or until 1943 may be considered exceptionally important relative to the other stations, and this is the case at Derby Line.

Evaluation under Criterion C

The U.S. Inspection Station—Derby Line is included in the Inspection Station MPS as a variation of Property Type Number 3: 7-bay Special 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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 8 Page 9

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

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—Derby Line is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 3: 7-bay Special Inspection Station. The Property Type Number 3 design was used only at those crossing where a high volume of traffic was anticipated. The other Property Type Number 3 stations were built at: Noyes, MN; Calexico and San Ysidro, CA; Portal, ND; Rouses Point (St. John's Highway), NY; Ferry Point, Calais, ME; Laredo, TX, Blaine (Peace Arch), WA; Derby Line, VT; and Babb, MT.

The U.S. Inspection Station--Derby Line 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--Derby Line exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Derby Line 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 Colonial style columns. The period of significance of the U.S. Inspection Station--Derby Line is 1932, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

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

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

The *setting* of the U.S. Inspection Station--Derby Line has not been significantly changed from the historic period, as evidenced by the retention of the flagpole, detached residences, and relationship of the porte-cochere to U.S. Route 5.

The architectural *design* of the original U.S. Inspection Station--Derby Line buildings, including the station building with porte-cochere, 8-bay detached garage, and cattle inspection pen, continues to have integrity of design, interior as well as exterior. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 8 Page 10

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

The *feeling* of the U.S. Inspection Station--Derby Line property and buildings constructed on the property during the period of significance is reinforced by its close proximity to the border and highway, its Colonial Revival design system, and the aesthetic and character of the facility.

The *materials* of the U.S. Inspection Station--Derby Line appear to be original. These include brick and clapboard exterior walls and wooden sash windows. The Cattle Inspection Pen is a now rare component of border inspection stations. Interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials.

The 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 porte-cochere and detached 8-bay garage. 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 Public Works Administration (PWA) employees, and the buildings at Derby Line retain very excellent integrity and continue to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

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

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.
- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System¹⁰ 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.

¹⁰ "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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 8 Page 11

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

As discussed in the Description section, most of the alterations that have occurred at Derby Line are relatively minor, and are offset by the preservation of the second floor, much of the first floor and the cattle inspection pen. The post office addition reflects the need for the facility to have flexibility of program. The porte-cochere was altered, but the redesign was similar in scale and design to the original. Although the original capacity was four lanes of traffic, some of the support posts were rearranged to provide a wider traffic lane. Unlike most other inspection stations, the porte-cochere height was not changed in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Changes to the main entrance and the post office addition 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 wooden windows and exterior brick wall surface.

Significance – Conclusion

The U.S. Inspection Station—Derby Line 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—Derby Line retains all aspects of integrity at a very high degree 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 1932. Constructed in 1932, it was sited alongside a border highway (U.S. Route 5) in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both exterior and interior, as an excellent 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 all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 2: 7-bay Special Inspection Station.

There are only ten Property Type Number 3 inspection stations known to have been constructed. Of those ten, as of August 2009, two have been individually listed in the National Register of Historic Places, two have already been determined eligible for listing in the National Register, and one is under review for individual listing by the Keeper of the National Register. The U.S. Inspection Station—Derby Line was determined eligible for the National Register by the U.S. General Services Administration and the National Park Service on September 22, 1986.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 9 Page 12

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

Major Bibliographic References

- 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.
- Berger, Louis and Associates, Inc. U.S. Border Stations, Vermont: Historic Preservation Plan. East Orange, NJ: Louis Berger and Associates, Inc., 1994.
- ICF Jones & Stokes. U.S. Border Inspection Stations, States Bordering Canada and Mexico. Multiple Property Submission Historic Context Statement. Los Angeles: ICF Jones & Stokes, 10/14/2008.
- U.S. Department of the Treasury. Cabinet Sketch No. 34, Derby Line, VT, in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.
- U.S. General Services Administration. Historic Federal Buildings: US Border Station Cattle Inspection. Information Sheet. http://w3.gsa.gov/web/p/interaia_save.nsf/1fd3e688294c3a74852563d3004975f4/b96c808... viewed 14 Sept 2006.
- Historic Federal Buildings: US Border Station Garage. Information Sheet. http://w3.gsa.gov/web/p/interaia_save.nsf/1fd3e688294c3a74852563d3004975f4/d4795d3... viewed 14 Sept 2006.
- “Owned Building Profile: VT0651PD, US BORDER STA USPO. Information sheet. http://bis.pbs.gsa.gov/ABP_BIS/abp5/Profile/Profile.asp?txtSection=Profile&txtRegionID... viewed 30 Jun 2005.

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section 10 Page 13

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

Geographical Data

Boundary Description

GENERAL NOTES:

The bearings on this survey are based upon the concrete monument (found) at the northwest line corner of the subject property and the bearing to the concrete monument (found) at the southwest corner of the subject property (south 36° 44' 18" west).

The Vermont state plane, NAD83, U.S. foot coordinate for the concrete monument (found) at the southeast line corner of the subject property mentioned in the bearing basis in general note 1 above has a northing = 913432.32, easting = 1743495.24 and NAVD88 elevation = 1022.56.

A utility locate was called in to Vermont Dig Safe System, Inc. (ticket # 20042602549) on 6/21/2004 and the following utilities were requested to respond: Verizon, Vermont Electric Co-Op, Adelphia Communication, And Fred's Plumbing & Heating. All field mark utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan 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. The boundary field traverse error of closure = n 77° 32' 34" e 0.048 and the precision = 1: 54345.

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Map Page 14

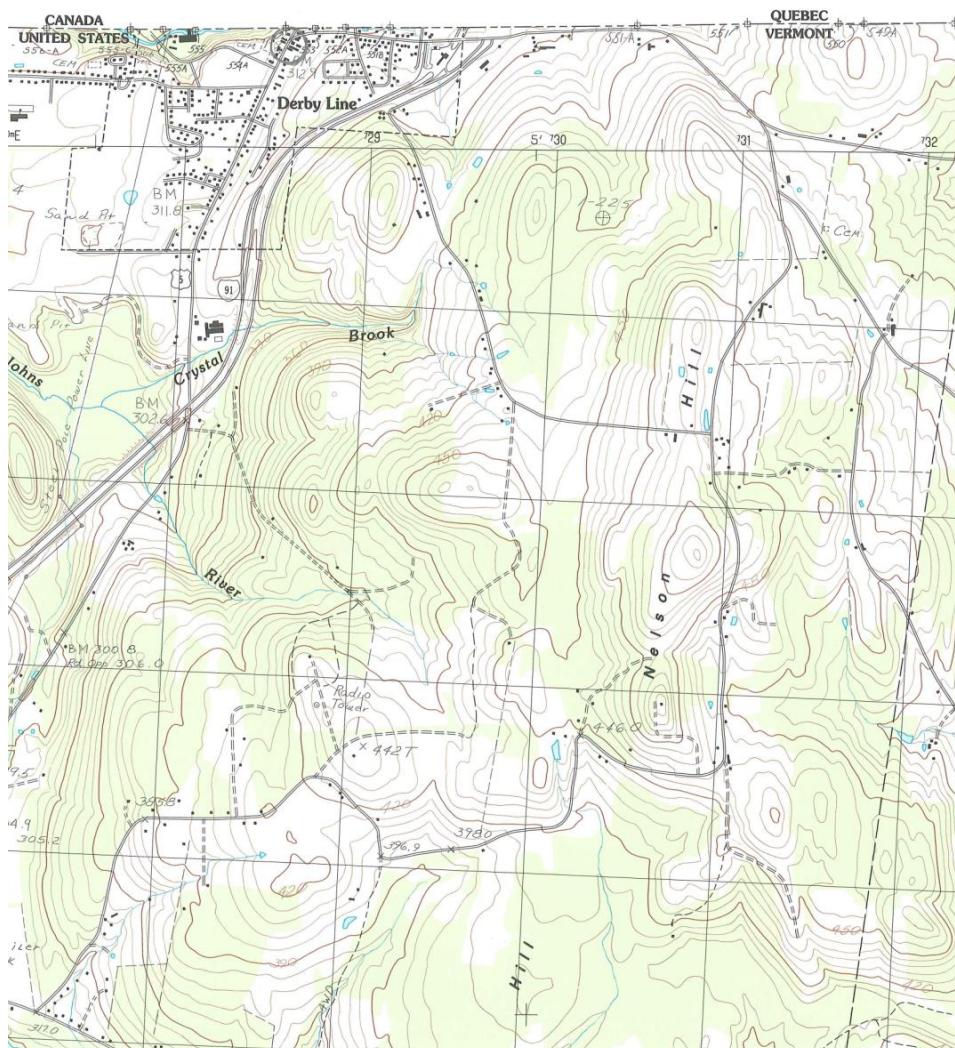
MPS: U.S. Border Inspection Stations, States Bordering Canada and Mexico

USGS Map

Copy of map also included as supplemental information.

UTM References: Zone: 18 Easting: 728517 Northing: 4987530
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STATES
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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 15

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

Photographs

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: front (east) and side (south) elevations, view: northwest

Photo number: VT_OrleansCounty_DerbyLineBorderStation2.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 16

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

U.S. Inspection Station – Derby Line

Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: side (east) elevation, view: west

Photo number: VT_OrleansCounty_DerbyLineBorderStation3.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 17

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: porte-cochere south elevation, view north

Photo number: VT_OrleansCounty_DerbyLineBorderStation4.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 18

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: molding and quoin detail. View: southwest

Photo number: VT_OrleansCounty_DerbyLineBorderStation5.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 19

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: porte-cochere column detail, view: southwest

Photo number: VT_OrleansCounty_DerbyLineBorderStation6.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 20

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

View: west

Photo number: VT_OrleansCounty_DerbyLineBorderStation7.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 21

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: side (south) elevation entrance, view: northeast

Photo number: VT_OrleansCounty_DerbyLineBorderStation8.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 22

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: detail of original lantern, side entrance. View: northeast

Photo number: VT_OrleansCounty_DerbyLineBorderStation9.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 23

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: Original cell door. View: northwest

Photo number: VT_OrleansCounty_DerbyLineBorderStation10.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 24

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: north and upward

Photo number: VT_OrleansCounty_DerbyLineBorderStation11.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 25

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: inspection garage, view: southwest

Photo number: VT_OrleansCounty_DerbyLineBorderStation12.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Photos Page 26

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Photographer: Daniel Paul, ICF Jones & Stokes

Negative: GSA

Description of view: Livestock Inspection Building, view: southeast

Photo number: VT_OrleansCounty_DerbyLineBorderStation13.tiff



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

Section Supplemental Page 27
Information

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont
Courtesy: Memphremagog Historical Society of Newport
Description of view: front elevation. View: southwest



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet—Additional Documentation

*U.S. Inspection Station—Derby Line Orleans
County, Vermont*

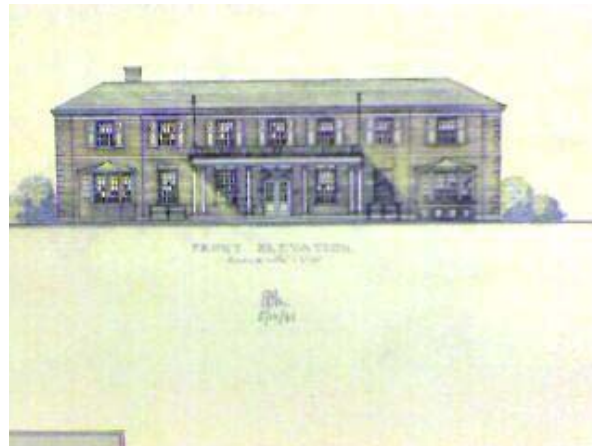
Section Supplemental Page 28
Information

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

U.S. Inspection Station – Derby Line
Orleans County, Vermont

Courtesy: National Archives and Records Administration (NARA)

Description of view: front elevation





STATES CUSTOMS AND IMMIGRATION



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Lynn County Courthouse
Lynn County, Georgia

UNITED STATES CUSTOMS AND IMMIGRATION







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WASHINGTON, D.C. 20548













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--Derby Line, 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: 14000609

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



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—Derby Line, Vermont
Other names/site number Derby Line Border Station and United States Post Office

2. Location

Street & Number 84 Main Street (U.S. Route 5) Not for Publication N/A
City or Town Derby Vicinity N/A
State Vermont Code VT County Orleans Code 019
Zip Code 05830

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.)

Beth A. Sarge Signature of certifying official Date 7/23/14
Federal Preservation Officer U.S. General Services Administration

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

Laura Grieschmann Signature of commenting official/Title Date 9/30/13
VERMONT 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 K. Ball 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):