United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page ___

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 14000243 Date Listed: 05/22/2014

U.S. Inspection Station—Sasabe, Arizona Pima AZ
Property Name County State

U. S. Border Inspection Stations MPS
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper 5/22/2014
Date of Action

Amended Items in Nomination:

Significance:
The appropriate level of significance as justified in the nomination is: *local*

Geographical Documentation:
The correct acreage is: *less than one acre.*

These clarifications were confirmed with the GSA FPO office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

NPS Form 10-900
(Rev. Aug. 2002)

OMB No. 1024-0018
(Expires 1-31-2009)

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—Sasabe, Arizona

Other names/site number: Sasabe Inspection Station; Sasabe Border Station

2. Location

Street & Number: State Route 286 — Not for Publication: N/A

City or Town: Sasabe — Vicinity: N/A

State: Arizona — Code: AZ — County: Pima — Code: 019

Zip Code: 85633

3. State/Federal Agency Certification

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

Signature of certifying official — Date: 4/8/14

Federal Preservation Officer, US General Services Administration

State or Federal Agency or Tribal government

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

James W. Garrison AZ SHPO — Date: 24 OCTOBER 2011

Signature of commenting official/Title

ARIZONA STATE PARKS

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

	Signature of Keeper	Date of Action
✓ entered in the National Register ____ See continuation sheet.		5/22/14
____ 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	
___ private	X building(s)	1	3	building(s)
___ public-local	___ district	___	___	sites
___ public-state	___ site	___	___	structures
X public-federal	___ structure	___	___	objects
	___ object	1	3	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:	Sub:
Government	Custom House
Government	Government Office

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Custom House
Government	Government Office

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	SYNTHETIC/gypsum plaster (interior)
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)

x 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.

x C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

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

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

___ A owned by a religious institution or used for religious purposes.

___ B removed from its original location.

___ C a birthplace or a grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

___ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
Architecture
Politics/Government

Significant Person (Complete if Criterion B is marked above)
N/A

Period of Significance
1937

Cultural Affiliation
N/A

Significant Dates
1937

Architect/Builder
Simon, Louis A.

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

Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

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

Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

___ preliminary determination of individual listing (36 CFR 67) has been requested.

___ previously listed in the National Register

___ previously determined eligible by the National Register

___ 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

x Federal agency

___ Local government

___ University

___ Other

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

10. Geographical Data

Acreage of Property N/A

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	12	448315	3483284	3			
2				4			

X See continuation sheet.

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

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

11. Form Prepared By

Name/Title	Daniel D. Paul, Architectural Historian and Richard Starzak, Senior Architectural Historian				
Organization	ICF Jones & Stokes		Date	July 2011	
Street & Number	811 W. 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 9		Telephone	(415) 522-3098	
Street & Number	450 Golden Gate Avenue				
City or Town	San Francisco	State	CA	Zip Code	94102

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.

Description

Location and Setting

The Sasabe Inspection Station is located in Pima County, Arizona, on the east side of State Route 286. The Inspection Station is at the southern edge of a 4,260 square foot facility with three later buildings that are non-contributing resources. The Sasabe Inspection Station is considered the primary building within this complex. The surrounding area is primarily flat, open desert with various shrub specimens, and hilly terrain in the distance. A large, plank-fence enclosed animal pen is located behind the Inspection Station property. The small border hamlet of Sasabe is extant on both sides of the international border. The Sasabe Inspection Station is located south of the town center of Sasabe, Arizona.

Exterior Description

The U.S. Inspection Station--Sasabe is a rectangular plan, 1-story Inspection Station designed in the Colonial Revival style. The wood frame building is clad in running course brick on all four elevations and rests on a concrete foundation. The Inspection Station features a side gabled roof clad in asphalt shingle. Centrally affixed to the front of the Inspection Station is an original front gabled porte-cochere that covers one lane. The 5-bay front elevation is highly symmetrical, and features a centered front entrance. The front entrance consists of a stained wood, 10-light door topped by a transom. The bay immediately on either side of the entrance has a 1/1 double hung window inset into the wall with molded wood picture framing, and underscored by an exposed concrete sill. Each outer bay of the front elevation features a pairing of 1/1 wood windows with the same design treatment as the windows just mentioned, except one continuous sill underscores each pair. The 1/1 windows, similar in scale and detail to those at the front elevation, are symmetrically placed at the first level of each side elevation. Each side elevation has a concrete plinthcourse that gradually reveals itself as the grade descends toward the rear of the structure. A running course brick chimney splits each side elevation; the southern chimney is decorative and exists for the purposes of visual symmetry. The upper level of each side elevation features smaller scale 1/1 windows, identically treated as the others, placed at each immediate side of the chimney. The side gabled roof at each end of the building is underscored with simple, painted wood molding and a painted wood fascia. The highly symmetrical rear elevation of the Sasabe Inspection Station is 5-bay, and is also underscored by a tall concrete plinth course. At the first level, the center bay is blank. At either side of it are symmetrically placed smaller scale 1/1 windows, and at each outer bay are standard scale 6/6 wood windows. The heads of all four windows share one continuous datum. In the roof at the rear elevation is an eaveless 3-bay shed dormer with a simple wraparound crown molding. Its center bay features a 1/1 wood window, and each end bay features a smaller scale 6/6 wood double hung window. All three windows in the dormer are without sills and are inset into the dormer with simple wood framing, including overhanging rails.

The front gable of the porte-cochere is clad in wood clapboard, and centered within it is a lunette shaped vent. Both the gable and the vent have simple wood framing, which includes molding around the gable edges. Steel reinforced square shaped columns, paired at the outer corners, support the porte-cochere. Numerous spherical lights, a later addition, are present on the ceiling of the porte-cochere.

Interior

As originally designed, the interior of the Sasabe Inspection Station was highly symmetrical, one half of the first level devoted to immigration services, and the other to customs services. The stair to the second level features a blonde wood railing supported by bronze brackets. Matchstick shaped balustrades and square newel posts with capping are also present. The stairs themselves have stained wood treads and risers. As originally designed, the upper level of the building was also symmetrically split, featuring a general purpose room for each agency at either end, and a toilet and shower room adjacent either side of the centered stairway. Original bathroom fixtures are present, including an original sink and a woodframed, mirrored medicine cabinet.

Alterations

On the exterior, the columns of the porte-cochere appear to be reclad; but the paired column design is consistent with the original design. Steel beam bracing is affixed to the south elevation, as is a low brick construction beneath the chimney; all of the first level windows are covered in metal safety bars. The original design called for multi-paned window sash, and the current units are single pane sash, but the change did not severely compromise the overall design. The freestanding garage originally constructed with the property in 1937 has been demolished

Statement of Significance

Summary

The U.S. Inspection Station—Sasabe 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--Sasabe retains most aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1937. It retains all of its original program elements, with the exception of no-longer-extant, detached garage, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 1: 3-bay Inspection Station.[1] There are two buildings of recent construction on the property that do not contribute to its significance, and several others constructed across the highway from the subject building.

Under Criterion A, the U.S. Inspection Station—Sasabe retains the associative attributes necessary to convey that it was one of the first set of purpose-built U.S. Border Inspection Stations that were planned, designed and constructed by the U.S. Government to improve land border security. Constructed in 1937, it was sited alongside a border highway, State route 286, 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—Sasabe 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 convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system, although more typically used in the northern border stations than the southern, was employed throughout the facility through a combination of: brick exterior wall surfaces, symmetrical design, steep gable roofs, and simple Colonial style paired posts. The subject building retains a relatively high degree of integrity 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.

U.S. Inspection Station—Sasabe, Arizona: 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—Sasabe:

[1] The Beebe Plain, VT and Sasabe, AZ stations consist of three complex bays, *i.e.*, two bays of double window units flanking a central bay comprised of an entrance door and adjacent window units that act as sidelights. These two border stations are slightly more complex than the other Property Type Number 1 stations.

> *The customs office at this port is located in the home of the officer in charge, for which the Government pays no rent. The immigration office is stationed in a separate rented building, one room if which is used for office purposes and one for living quarters by the officer in charge. An officer of the Public Health Services is also stationed at this port, who provides office space in his home.*
>
> *This port is located in the mountains and is on the highway over which fish and farm products are transported from Mexican territory to Tucson and other points in Arizona. The highway from Mexico reaches the international line through a gulch, making this the only natural point for its crossing into the United States. The road from the United States is not improved to the border, but provision has been made for its extension to Sasabe. Sasabe consists of a small group of adobe houses, and the population, outside of the Government officers stationed there, consists of Mexicans. There is no opportunity to rent satisfactory living quarters. It is recommended that the standard office building with living quarters (Type No.2) be erected at Sasabe.* [2]

The Benner & Hughes report estimated the cost of the U.S. Inspection Station – Sasabe to be $58,500 to construct the building and $100 to acquire the site.[3]

The U.S. Inspection Station—Sasabe is eligible under Criteria A and C for the National Register of Historic Places. The building is an intact example of the Colonial Revival design system as expressed on Border Station designs of the federal Public Works Administration (PWA) period of the 1930s. Strongly influenced by the Georgian design system, this Colonial Revival detailing makes itself present through the combination of: brick-clad elevations, ranked and multiglazed wood double hung windows; odd numbered ranking on the façade; an overall strong sense of exterior symmetry including symmetrical end chimneys; a centered front entry; side gables and fasciaboards; and a generous use of wood trim inside the building.

The design of the U.S. Inspection Station—Sasabe is highly similar in form and materials to inspection stations constructed in the late 1930s that have been called "Northern Style" border stations for their ubiquity in the northern Border States. The "Northern Style" border 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] The Sasabe Inspection Station shares an identical set of plans with the Beebe Plain, Vermont U.S. Inspection Station. Compared to many other Inspection Stations from the Public Works Administration (PWA) era, the details on the Sasabe building are relatively sparse, and are of inexpensive materials. According to the General Services Administration, this may have been because these designs were completed in the midst of the Great Depression.[5] This same concern for economic efficiency, especially in context to the relatively late 1937 date of construction, well within to the Great Depression, may explain why a Property Type Number 1, Northern style border station was constructed in Arizona. In addition, it may have been more efficient to use a design already completed rather than create anew for a low volume, Property Type Number 2 inspection station.[6] The U.S. Inspection Station—Sasabe continues to possess many features originally

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[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: 50-51.
[3] Ibid., page 55.
[4] Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996:
[5] U.S. General Services Administration, "Historic Federal Buildings: U.S. Border Station, Beebe Plain, VT." Information sheet viewed online, http://w3.gsa.gov/web/p/interaia_save.nsf/1fd3e6888294….. Viewed 24 Nov 2006.
[6] The only other Inspection Station in Arizona from 1937 is the larger Property Type 2 in Naco, Arizona. The Naco Inspection Station was designed in the Pueblo Style. The Douglas, AZ Inspection Station was constructed in 1932.

depicted in the front elevation rendering as seen as the National Archives and Records Administration. Aside from the switching out of various multiglazed windows, the U.S. Inspection Station—Sasabe as extant looks remarkably similar to its original rendering.[7]

Louis A. Simon is listed as the Supervising Architect of the building, and signed its plans on June 9, 1936. Simon was the Supervising Architect of the Treasury from 1933-1939 and during Simon's tenure; the Department of the Treasury was the largest architectural office in the United States. During that period, the Department constructed over 700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other federal buildings. "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."[8]

The construction of United States border 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 border station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S federal buildings in existence.

The U.S. Inspection Station—Sasabe evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, a more stringent entry regimen for immigrants passed in 1917, and the Public Works Administration that developed out of the Great Depression of the 1930s. In 1917 the federal government began the imposition of head taxes and literacy tests on Canadian and Mexican Immigrants. This was a practice formerly done only to oversee immigrants. This reform resulted in a sharp increase of illegal entry attempts into the United States across various Canadian and Mexican borders, and heightened the need for an increase in Inspection Station facilities.

The U.S. Inspection Station—Sasabe projects an iconographic image of American architecture at the international border. It features the Colonial Revival design system often used for governmental buildings during this time; one that was consciously associated with the American heritage and American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The U.S. Inspection Station—Sasabe has retained its original location. Though the immediate setting of the subject building as a standalone outpost in an open space has been altered by the removal of the detached garage and recent construction of two buildings on the property and several more across the highway, its overall feeling, as a small-scale Depression-era Inspection Station in an open part of the United States, remains unaltered. Because it has retained the vast majority of its Colonial Revival style features, the Sasabe Inspection Station still conveys a presence of feeling at the International border historically associated with the United States of America. This feeling occurs despite the anomalous placement of the Colonial Revival style, typically associated with the Eastern U.S., in the Arizona desert of the American southwest.

[7] U.S. Department of the Treasury. Cabinet Sketch No. 41 (B), United States Inspection Station— Sasabe, Arizona. In Records Group 36 at the National Archives and Record Administration in College Park, Maryland.
[8] 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.

Significance within the related Multiple Property Submission

Within the context developed in the Inspection Station Multiple Property Documentation Form (MPDF), 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—Sasabe was planned, designed and constructed by the U.S. Government between 1928 and 1943 for use as a customs and immigration station at a land border crossing. It was designed in 1936 by the Supervising Architect of the U.S. Treasury, built in 1937, and sited along State Route 286 near the International Border with Mexico. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "It is recommended that the standard office building with living quarters (Type No.2) be erected at Sasabe."[9] 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**.

[9] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 51.

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—Sasabe retains ***integrity of location*** because it is still in its original location along State Route 286 near the International Border with Mexico. In their 1928 report, Benner and Hughes recommended this location because: "This port is located in the mountains and is on the highway over which fish and farm products are transported from Mexican territory to Tucson and other points in Arizona. The highway from Mexico reaches the international line through a gulch, making this the only natural point for its crossing into the United States. The road from the United States is not improved to the border, but provision has been made for its extension to Sasabe."[10]

Proper facilities: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Sasabe, not only because of the traffic from Mexico to Tucson, but because there were no dedicated facilities for officers. "The customs office at this port is located in the home of the officer in charge, for which the Government pays no rent. The immigration office is stationed in a separate rented building, one room if which is used for office purposes and one for living quarters by the officer in charge. An officer of the Public Health Services is also stationed at this port, who provides office space in his home."[11]

At Sasabe, protection from inclement weather was provided by a porte-cochere, a no-longer-extant detached garage, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station--Sasabe is relatively high, including the original and largely unaltered porte-cochere and largely intact interior furnishings. As a result, the station building retains adequate of integrity ***of design and materials*** to convey its original range of proper facilities, with the exception of the detached garage.

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--Sasabe has changed through the removal of the detached garage and the introduction of more recent buildings on the site and across the highway. However, its Colonial Revival architecture has been maintained, and it continues to be used as an inspection station, and therefore it 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 Sasabe,

[10] Ibid., page 51.
[11] Ibid., page 50.

adequate service to the public is demonstrated by the design of the porte-cochere to accommodate automobile traffic 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. As Benner and Hughes noted: "Sasabe consists of a small group of adobe houses, and the population, outside of the Government officers stationed there, consists of Mexicans. There is no opportunity to rent satisfactory living quarters."[12] As a result, residential quarters for the officers were provided upstairs, and the building retains ***integrity of design and materials*** of the living quarters that were originally on the property.

Evaluation under Criterion C

The U.S. Inspection Station—Sasabe is included in the Inspection Station MPS as a variation of Property Type Number 1: 3-bay Inspection Building. As described in the Inspection Station MPDF, 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—Sasabe is representative of one of the property types identified in the Inspection Station MPDF: Property Type Number 1: 3-bay Inspection Station. The Property Type Number 1 design was used not only in Arizona, but in Maine, North Dakota, Washington, Vermont and Idaho.

The U.S. Inspection Station--Sasabe 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

[12] Ibid., page 50-51.

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. The design was identical to the station at Beebe Plain, Vermont, and as a result, the U.S. Inspection Station--Sasabe exhibits the Colonial Revival design system. Because it has retained the vast majority of its Colonial Revival style features, the Sasabe Inspection Station still conveys a presence of feeling at the international border historically associated with the United States of America. This feeling occurs despite the anomalous placement of the Colonial Revival style, typically associated with the Eastern U.S., in the Arizona desert of the American southwest. The period of significance of the U.S. Inspection Station--Sasabe is 1937, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

According to the Registration Requirements of the Inspection Station MPS, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, then, the stations must adequately retain most of the seven aspects of integrity. As described in the Inspection Station MPDF, 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--Sasabe has not changed since its construction, therefore the building retains its integrity of location.

The ***setting*** of the U.S. Inspection Station--Sasabe has been changed from the historic period, including the removal of the original detached garage and the introduction of new station buildings across the highway. The relationship of the porte-cochere to the highway has been maintained, however, and this is a key element of the setting.

The architectural ***design*** of the original U.S. Inspection Station--Sasabe building continues to have integrity of design, interior as well as exterior, despite the alterations to the windows. The building continues to retain various design features that indicate that the structures have a Colonial Revival design aesthetic.

The ***feeling*** of the U.S. Inspection Station--Sasabe 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, which reads as a small outpost at the border.

Most of the ***materials*** of the U.S. Inspection Station--Sasabe appear to be original. These include brick walls, the porte-cochere materials, and interior features such as wood window trim, wooden stairwells, and wooden service counters.

The inspection station is ***associated*** with the advent of the automobile, and increasing measures taken by the U.S. Government to regulate the inflow of immigrants during this time. This association is demonstrated by the porte-cochere, but has been weakened by the removal of the original detached 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 PWA employees, and the building at Sasabe retains integrity of workmanship and continues to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

As discussed in the Inspection Station MPDF, 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 System[13] 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.

The integrity of design has been compromised to some degree by the loss of the detached garage, the replacement in-kind of the paired porte-cochere columns, and the replacement of multi-paned window sash with single-pane window sash, but the overall Colonial Revival design retains its historic characteristics. The integrity of setting has been compromised by the addition of two new buildings, but these are on the opposite side of the highway from the original U.S. Inspection Station—Sasabe. Therefore the building maintains its intended prominence in relation to the international border. The porte-cochere is a key element of a border inspection station, and its retention at Sasabe is a relatively rare condition when compared to most of the remaining border stations from this era.

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

Significance – Conclusion

The U.S. Inspection Station—Sasabe 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—Sasabe retains most aspects of integrity and meets the registration requirements in the Inspection Station MPDF to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1937. Designed in 1936 and constructed in 1937, it was sited alongside a border highway, State Route 286, 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 with the exception of the no-longer-extant detached garage, and it continues to demonstrate the historic characteristics of MPS Property Type Number 1: 3-bay Inspection Station.

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USGS National Map Viewer, http://nmviewogc.cr.usgs.gov/viewer.htm. viewed 12 Dec 2006.

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

Geographical Data

Boundary Description

1. The bearings on this survey are based on the ½ inch rebar (found) at the southwest corner of the subject property and the bearing to the ½ inch rebar (found) at the northwest corner of the subject property (N 20(40' 15" E) as recorded in docket 9371 / page 1129 records of Pima County, Arizona. with (r) indicating record bearing/distance and (m) indicating this survey measured bearing/distance.

2.The Arizona state plane, central zone, NAD83, U.S. foot coordinate for the ½ inch rebar (found) at the southwest corner of the subject property mentioned in the bearing basis in general note 1 above has a northing = 175982.49, easting = 815782.29 and NAVD88 elevation = 3600.51.

3. A utility locate was called in to Arizona Blue Stake, Inc. (ticket # 2004022500610) on 2/25/2004 and the following utilities were requested to respond: Arizona DOT, Qwest, TDS Telecom – Arizona Telephone and T Rico Electric. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.

4. 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.

5. The boundary field traverse error of closure = N 64 (26' 55" W – 0.05' and the precision = 1: 114410).

6. 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.

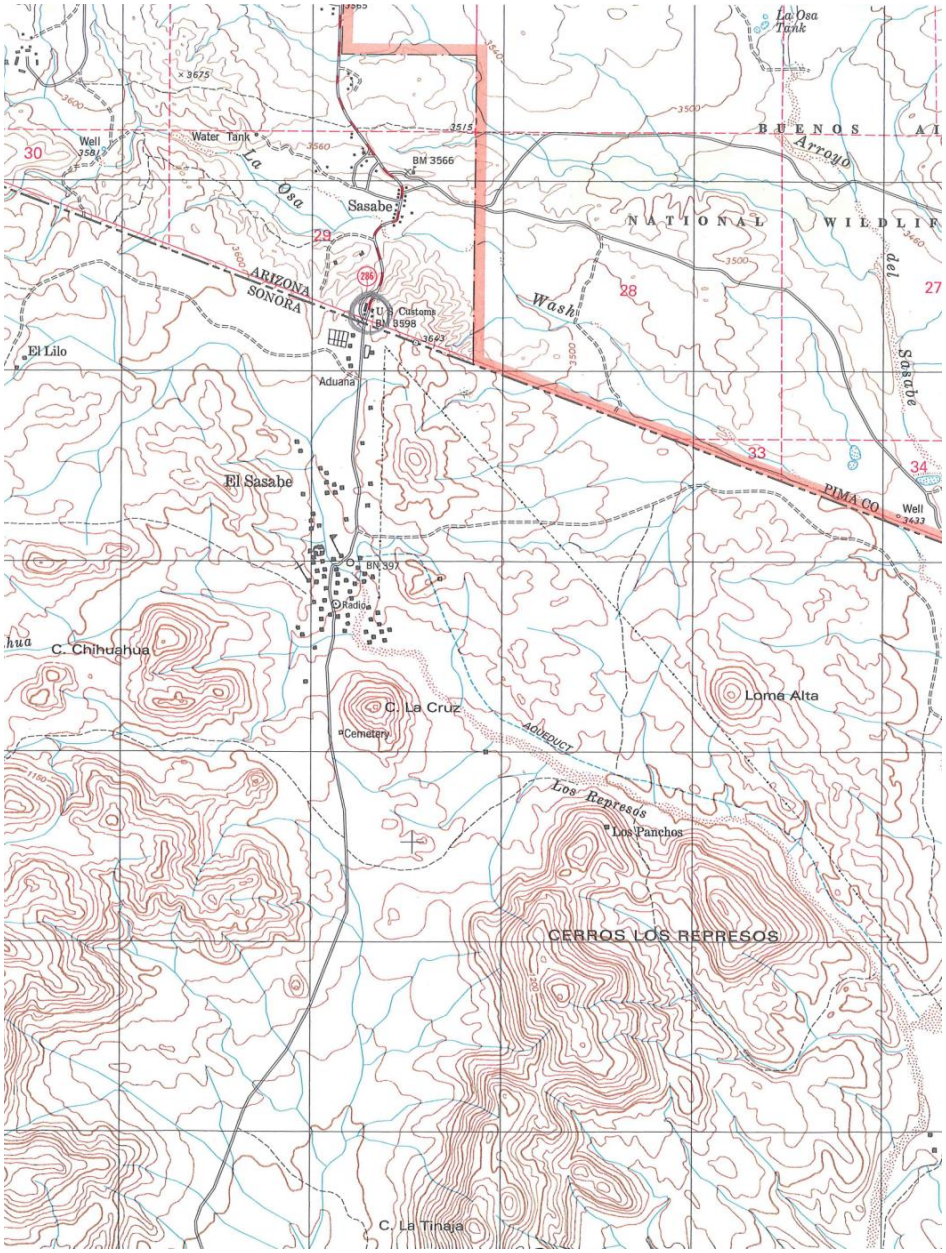
Boundary Justification

The current U.S. Government owned property boundary is consistent with the original limits. The Sasabe LPOE is located in a rural setting and has limited traffic flow. The topography consists of rolling hills and open desert. The areas of the site that are not paved have minimal landscaping. There is no discernable land use and development around the facility. A dirt road from Mexico leads to the subject property.

National Register of Historic Places
Continuation Sheet—Additional Documentation

USGS Map

UTM References:
Zone: 12
Easting: 448315
Northing: 3483284



Photographs

U.S. Inspection Station--Sasabe
Pima County, Arizona
Photographer: David Greenwood, Jones & Stokes
Date of photograph: March, 2006
Negative: GSA
Description of view: Front and side elevations.
Photo number: AZ_PimaCounty_BorderStation1.tiff

U.S. Inspection Station--Sasabe
Pima County, Arizona
Photographer: David Greenwood, Jones & Stokes
Date of photograph: March, 2006
Negative: GSA
Description of view: Side elevation, view: north.
Photo number: AZ_PimaCounty_BorderStation2.tiff

U.S. Inspection Station--Sasabe
Pima County, Arizona
Photographer: David Greenwood, Jones & Stokes
Date of photograph: March, 2006
Negative: GSA
Description of view: Rear elevation, view: northwest
Photo number: AZ_PimaCounty_BorderStation3.tiff

U.S. Inspection Station--Sasabe
Pima County, Arizona
Photographer: David Greenwood, Jones & Stokes
Date of photograph: March, 2006
Negative: GSA
Description of view: Stairway, view: east
Photo number: AZ_PimaCounty_BorderStation4.tiff

U.S. Inspection Station--Sasabe
Pima County, Arizona
Photographer: David Greenwood, Jones & Stokes
Date of photograph: March, 2006
Negative: GSA
Description of view: Bathroom fixtures
Photo number: AZ_PimaCounty_BorderStation5.tiff

Sasabe Port of Entry
Sasabe, AZ

Sasabe Port of Entry
Sasabe, AZ