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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—Richford, Vermont

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

## 2. Location

Street & Number: State Route 139 — Not for Publication: N/A

City or Town: Richford — Vicinity: N/A

State: Vermont — Code: VT — County: Franklin — Code: 011

Zip Code: 05450

## 3. State/Federal Agency Certification

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

Bob Savage — 7/23/14
Signature of certifying official — Date
Federal Preservation Officer — U.S. 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.)

Laura V. Trieschmann — 9/30/13
Signature of commenting official/Title — Date
VERMONT STATE HISTORIC PRESERVATION OFFICER
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 | Edson W. Beall (for) | 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 | |
|---|---|---|---|---|
| ___ private | x building(s) | 1 | 0 | building(s) |
| ___ public-local | ___ district | ___ | ___ | sites |
| ___ public-state | ___ site | ___ | ___ | structures |
| x public-federal | ___ structure | ___ | ___ | objects |
| | ___ object | 1 | ___ | 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 | Government Office |
| Government | Custom House |

Current Functions (Enter categories from instructions)

| Cat: | Sub: |
|---|---|
| Government | Government Office |
| Government | Custom House |

## 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 | METAL/aluminum (wings and dormers) |
| other | WOOD (windows and doors) |
| | GLASS (windows and doors) |

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

Please see Section 7 Continuation Sheets.

## 8. Statement of Significance

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

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.

___ 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
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

x previously determined eligible by the National Register (9/12/1986)

___ designated a National Historic Landmark

___ recorded by Historic American Buildings Survey #___

___ recorded by Historic American Engineering Record #___

Primary Location of Additional Data

___ State Historic Preservation Office

___ Other State agency

x Federal agency

___ Local government

___ University

___ Other

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

## 10. Geographical Data

Acreage of Property 1.1

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

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| 1 | 18 | 684154 | 4987131 | 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 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.

# Description

## *Location and Setting*

The U.S Inspection Station—Richford is located in the center of a 1.1 acre property off the west side of state route 139, 200' south of the Canadian border. Paved approaches, driveways, and parking areas are all present in front of the building on the property. The side and rear property features a large lawn. The property sharply descends in grade behind the inspection station building, and continues with a gradual descent away from the building. A row of Canadian Pacific Railway tracks on a graveled berm running north-south is present about 150' behind the property. The area of Richford in which the inspection station is located is north of the center of town. The character of the surrounding area is pastoral, and features agricultural fields, occasional residential lots, deciduous trees, natural grasses, and rolling hills.

## *Exterior*

The U.S Inspection Station—Richford is a rectangular plan, 1½-story, side gabled wood frame building clad in solid bearing American bond brickwork, and designed in the Colonial Revival style. Flanked on either end of the building are 1-story, 4-bay garage and inspection wings with aluminum clapboard siding, and eaveless hipped roofs underscored by a wood fascia and simple cornice molding. Centered in front of the inspection station is a flat roofed, metal porte-cochere that is supported by square shaped metal beams. The front elevation of the Richford inspection station is of three bays. These three bays are placed in a symmetrical arrangement, with two outer window bays on either side of a centered entrance. The centered entrance features a glass panel; aluminum framed single leaf door and aluminum frame sidelights topped by a paneled transom that now houses an air conditioning unit. Above the entry and the transom is a gauged brick jack arch pattern with a centered marble keystone. The modified, large window bay on either side of the entrance features 12-unit glazing set in dark stained aluminum frames. Above each window bay is a brick soldier course and below each window bay are brick sills. At the northern portion of the front elevation in lower is cornerstone with building information.

The porte-cochere, which is a replacement, covers a large center portion of the front eave of the building. On either side of the porte-cochere is a wood fascia on the building with simple cornice molding that wraps around the front corners. The two front corner ends of the building have projecting brick quoins.

The side gabled roof of the U.S Inspection Station—Richford is clad in gray asphalt shingle in an undulating square pattern. Above the front elevation is an aluminum clad shed roofed dormer of three bays with 8/8 woodframe double hung windows. It is assumed that the original wood cladding remains under the aluminum siding, and is a reversible condition. Garage wings with stepped copper flashing above them flank each side of the inspection station. The upper portion of the side elevations features paired, 4-unit wood frame windows underscored by a continuous concrete sill and topped with a flat arch brick pattern. At each side, a simple cornice molding and wood fascia proceeds up the rake of the gable ends and also forms a pair of gable returns at the eaveline. The rear elevation first level of the inspection station building features symmetrically placed 12/12 wood frame double hung windows topped by gauged brick jack arching and a centered marble keystone. Placed in a pairing off center in the northern portion of the rear elevation are two thin 4/4 wood frame double hung windows topped with gauged brick jack arching. A single 8/8 woodframe double hung window is also present at the rear elevation and runs flush with the bottom of the first level. All of the first level windows at the rear elevation have painted concrete sills. The rear elevation of the Richford Inspection station correlates to the sunken grade of this section of the property, revealing a tall plinth course of poured concrete, which indicates the basement level and also underscores the two garage wings at the rear elevation. Within the basement level of the inspection station is a paneled wood entry door, its upper section consisting of nine glazing units, plus a pair of 8/8 wood frame double hung windows. Within the roof atop the rear elevation of the inspection station is an aluminum clapboard clad shed dormer with four bays of 8/8 woodframe double hung windows. Centered above this dormer behind the ridgeline of the roof is a rectangular brick chimney and an exposed flue atop it.

Within the southern garage wing, the two bays closest to the main section of the building been converted into restroom facilities. One bay now features an entry door and the other a 6/6 woodframe window. The southern garage wing was originally used for various customs inspection activities, the southern most bay of this garage wing once featured an inspection pit that has since been covered. In the northern garage wing, the bay closest to the inspection station features a pair of 12/12 windows, and the other three bays contain garage doors. The north wing historically was used to garage the officer's automobiles. The end of each garage bay features a pair of 12/12 woodframe double hung windows with simple wood trim. The rear of each garage wing is likewise treated identically, each with four bays of 12/12 woodframe double hung windows. The plinth course of each contains 2 sets of 8/8 windows plus a wood paneled rear entry door with nine-unit glazing. The garage doors within the remaining garage bays are metal roll up, and are each topped with a wood paneled transom.

The flat roofed, metal porte-cochere is supported by twelve square columns of three separate front bays, and covers two lanes. A recent, square plan metal kiosk is located beneath the porte-cochere, as is a round concrete curbing and a concrete walk. Continuous polished granite curbing borders the parking areas where they meet the lawn. A mast style flagpole with a balloon finial is located due north of the inspection station upon the property.

## *Interior*

The front, east facing half of the U.S Inspection Station—Richford first level interior is divided into three parts: an Immigration desk and work area in the southern portion, a public lobby in the middle, and the Customs desk and work area in the northern portion. Each of the two work areas is accessed from the central space by a small, original, wood panel swinging gate. Upon the east wall of the interior are two original glass information cabinets with the word "Bulletin" incised in serifed Roman font into each. On the floor of the public lobby is a dark red ceramic fire-flash tile. Affixed to the floor in the public area is a metal chain and ring originally used for detaining purposes. Behind each work area were office spaces and restrooms. The restroom doors are thin, 5-panel wood doors with original hardware and overscaled cornice molded wood door-frames. Behind the public lobby were two stairways: one to the basement, and one to the upper level. The rear offices are separated from the front sections by a 4-bay partition with three bays of original privacy glass and the fourth bay the door itself. Clerestory windows of privacy glass top all four bays. The clerestory windows are operable, and their original bronze operating hardware is still present. The centered front lobby is bounded on either side by large 42x30 5-paneled wood desks. All of the windows of the first and second interior level are trimmed with cornice molded wood frames and wood sills. All of the walls and ceilings of the first and second levels are plaster. Original bronze light switch panels are also present throughout the interior.

The upper level of the U.S Inspection Station—Richford features two detention cells at the south end/ west wall, plus additional storage space. The stairs from the first to second level are carpeted. Metal balusters and square shaped metal newels each featuring a cornice molded crown detail and side paneling are part of the stairway design. Wood trim runs along the base of the stairway, and the handrail is of painted wood. The north, south, and east interior walls of the first level and the entire second floor office features a molded picture rail that runs across all four walls roughly 1 foot below the ceiling.

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

## *Alterations*

The U.S Inspection Station—Richford appears to have undergone alterations primarily upon its exterior. The two garage wings now feature aluminum siding upon their wood clapboard, but this is considered a reversible alteration. In the southern wing, two of the bays have been converted into public restrooms, and the inspection pit has been filled and cemented over. The two large window bays at the front elevation feature non-original 12 unit sash set into aluminum frames that appear to date to the 1990s. A 1970s alteration consolidated the paired window openings, and reconfigured the brickwork above and below the new windows. The aluminum and glass entry door is recent, as is the air conditioner placed in the clerestory above the entry which itself is now a painted over panel. The present porte- cochere is not original and dates from circa 1972. Within the interior, stairways that were once open have been enclosed at the first level.

# Statement of Significance

## *Summary*

The U.S. Inspection Station—Richford 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--Richford 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 Criterion A, at the local level of significance, period of significance 1932. It retains most of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 1: 3-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Richford 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, State Route 139, 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.

Because of substantial alterations to the windows on the primary façade that consolidated two pairs of windows, however, the property is not being considered for eligibility under Criterion C, and this is an exception from most of the other inspection stations still extant from this era. The U.S. Inspection Station—Richford was formally determined eligible for the National Register on September 12, 1986.[1] The alterations to the original windows and window openings on the primary elevation occurred in the 1970s, and this was an existing condition when the formal determination of eligibility was made.

## *U.S. Inspection Station—Richford, Vermont: Significance*

In their Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways dated March 13, 1928, H.A. Benner and J.L. Hughes, representatives of the Bureau of Customs and Bureau of Immigration, respectively, made the following analysis and recommendations that led to the authorization for the U.S. Inspection Station—Richford:

> *Officers are doing highway work now in quarters furnished by the railroad, which are satisfactory so far as space is concerned, but are poorly located for highway traffic inspection. Considerable railroad work is also being done at this port, which is carried on from the quarters furnished by the railroad. The main office of the Customs Service is located in the Federal Building at Richford. Seven custom officers, one stenographer, and four customs patrol officers are stationed at this port all the year. The force*

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

*of regular customs inspectors is increased to 10 during the summer months. An immigration patrol of three officers and one immigration officer are stationed at this port.*

*The customs road office should be moved closer to the boundary so as to avoid the local village traffic passing between the boundary and the custom house and resulting in confusion as to the machines which need inspection. If the road office were located at the fork of two roads above the village and closer to the boundary, both of which roads lead to Canada, it would be possible to efficiently cover both these highways, eliminate the local village traffic, and carry on the railroad inspection work from this location. It is accordingly recommended that a standard office building (Type No. 1) be erected at the point above indicated.*

*The erection of a hotel and construction of golf course at a cost of $1,000,000 on the boundary is projected, which will greatly add to the importance of this point and increase the work.*[2]

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

The U.S. Inspection Station—Richford was designed in the Colonial Revival style as expressed on Inspection Station designs of the Federal Public Works Administration (PWA) period of the 1930s. This Colonial Revival detailing, which features many Georgian influences, makes itself present through the combination of: a strongly symmetrical massing featuring a primary unit backed by a centered chimney and flanked by lower wings; strong symmetrical massing in the front elevation; a centered entry program; ogee style cornice and gable molding underscored by fascia boards; shed dormers; a side gabled building with brick cladding; rectangular woodframe double hung windows with multi-glazing; and gauged brick jack arch molding often featuring centered keystones.

Vermont features more extant PWA-era inspection stations (10) than any other state in the country. 13 PWA-era Inspection stations were originally constructed in Vermont, which was also more than anywhere else in the United States. The Richford Inspection Station design, as a brick-clad, side gabled 1 ½-story primary unit with symmetrical multi-bay garage wings is highly similar in design to numerous other inspection stations, including: Ambrose, ND; St. John, ND; Fort Covington, NY; Chateaugay, Mooers, NY; Champlain, NY; Canaan, VT; Norton, VT; North Troy, VT; West Berkshire, VT; Laurier, WA, and Metaline Falls, WA. The Richford Inspection Station design and the above mentioned examples are all of a type that have been written of as "Northern Style" inspection stations for their ubiquity in the northern border states. The Northern Style inspection stations shared general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.[4]

At the time of it completion in 1932, the Supervising Architect of the Treasury was Judge James A. Wetmore. Though it is Wetmore who signed off on the building plans, in actuality Wetmore was not a trained architect, and the Richford Inspection Station was likely designed by his Acting Supervising Architect, Louis Simon. Simon had worked with the office continually since 1896, and would become the Supervising Architect of the Treasury in 1933—a post he held until 1939.[5] "Simon, trained in architecture at MIT, was instrumental in the image of

[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: 24-25.
[3] Ibid., page 54.
[4] Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington.* (Seattle: Boyle • Wagoner Architects, 1996) 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.
[5] Craig, Lois and the Staff of the Federal Architecture Project, The Federal Presence : Architecture, Politics and Symbols in United States Government Buildings (Cambridge and
London : The MIT Press, 1978) 328.

government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative- progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."[6]

During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over $700 million dollars worth of various Post Offices, Border Checkpoints, Custom Houses, and other Federal buildings. The construction of United States inspection stations, and customs and immigration inspection stations was approved by Legislation under the Act of June 25, 1910. The spate of PWA-era of construction, and the construction of this particular inspection station, initially resulted from the Public Buildings Act of 1926, a Congressional enabling act that doubled the number of U.S Federal buildings in existence.

The U.S. Inspection Station—Richford evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, and the Public Works Administration that developed out of the Great Depression of the 1930s. In addition to these contexts the Richford Inspection Station also evolved from contexts that were fairly specific to Vermont. The first of these was the imposition of head taxes and literacy tests on Canadian immigrants beginning in 1917 that had resulted in a sharp increase of illegal entry attempts into the United States. The second was in context to the Great Vermont Flood of November 3, 1927, when approximately 1 cubic mile of water rained down on the state over one evening and caused severe damage and casualties. As a result of this flood, many roads that had been dirt were now paved. This changed the economy of Vermont away from one formerly dependent on the railroad, and also allowed easier cross–border access from a variety of points between Canada and Vermont.[7]

The U.S. Inspection Station—Richford 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 the American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage.

The U.S. Inspection Station—Richford has retained its original location. The setting of the inspection station in a pastoral space of rolling hills, open fields, deciduous trees, and farmland appears to be highly similar to its setting in 1932. The integrity of feeling, as PWA-era inspection station intent on expressing an American sentiment at the border through a vernacular use of the Colonial Revival, is likewise unaltered.

## *Significance within the Related Multiple Property Submission*

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

[6] American Architect and Architecture, August, 1937, vol. 151, p. 51 in US General Services Administration, Historic Building Preservation Program: Inspection (Mooers) dated 04/27/94: 3.
[7] Vermont New Media, http://www.vermonttoday.com/century/topstories/flood.html, 1999. viewed 8 Nov 2006.

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—Richford 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 State Route 139 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 accordingly recommended that a standard office building (Type No. 1) be erected at the point above indicated."[8] Federal authority is symbolized by the marble plaque on the exterior of the building, and the metal detainee chains in the interior. 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—Richford retains ***integrity of location*** because it is still in its original location along State Route 139 near the International Border with

[8] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 24-25.

Canada. In their 1928 report, Benner and Hughes recommended this location because: "The customs road office should be moved closer to the boundary so as to avoid the local village traffic passing between the boundary and the custom house and resulting in confusion as to the machines which need inspection. If the road office were located at the fork of two roads above the village and closer to the boundary, both of which roads lead to Canada, it would be possible to efficiently cover both these highways, eliminate the local village traffic, and carry on the railroad inspection work from this location."[9]

**Proper facilities**: To represent the proper facilities for a border inspection station, a property must convey the protection of officers, motorists, and goods from the elements. In their 1928 report, Benner and Hughes recommended proper facilities be constructed at Richford, not only because increasing highway traffic would bring more motorists, but because of spatial needs for officers. "Officers are doing highway work now in quarters furnished by the railroad, which are satisfactory so far as space is concerned, but are poorly located for highway traffic inspection. Considerable railroad work is also being done at this port, which is carried on from the quarters furnished by the railroad. The main office of the Customs Service is located in the Federal Building at Richford. Seven custom officers, one stenographer, and four customs patrol officers are stationed at this port all the year. The force of regular customs inspectors is increased to 10 during the summer months. An immigration patrol of three officers and one immigration officer are stationed at this port."[10]

At Richford, protection from inclement weather was provided by a porte-cochere, garage and inspection wings, inspection pits; and the efficient placement of combined functions within the office building. While the porte cochere has been replaced and the garage and inspection wings altered, the integrity of the interior office and residential spaces at the U.S. Inspection Station--Richford is relatively high among the properties 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.

**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--Richford has not been significantly changed, and it retains its grassy lawn. 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 Richford, adequate service to the public is demonstrated by the porte-cochere (replaced in-kind), by the provision of eight bays

[9] Ibid., 24-25.
[10] Ibid., 24-25.

for the storage and inspection of vehicles (openings altered), 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 Richford, quarters for the officers were provided upstairs, and therefore, the property retains ***integrity of design and materials*** of the original living quarters.

As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Richford, Vermont, retains most of the seven aspects of integrity despite some alterations and therefore meets the registration requirements in the MPS to be eligible for listing in the National Register of Historic Places under Criterion A, at the local level of significance, period of significance 1932. In addition, the U.S. Inspection Station—Richford was formally determined eligible for the National Register on September 12, 1986.[11]

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

## Bibliographic References

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

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

# Geographical Data

## *Boundary Description*

1. The bearings on this survey are based upon the bearing of the northern line of the subject parcel with said bearing being north 89° 55' 00" east as recorded in book 33 / page 391 with (r) indicating record bearing / distance and (m) indicating this survey's measured bearing / distance.

2. The Vermont state plane, nad83, U.S. foot coordinate for the true point of beginning has a northing = 916484.679, easting = 1598353.369, elevation = 504.51. The elevations shown on this plan are based upon navd88 vertical datum.

3. A utility locate was called in to Vermont Dig Safe System, Inc. (ticket # 20042611151) on 06/25/2004 and the following utilities were requested to respond: Verizon and Vermont Electric Co-op.

4. All field marked utilities and field observed utilities were subsequently field located and are shown as normal weight lines on this plan.

5. Unconfirmed utilities shown on this drawing as screened back lines are approximate only and were transferred from various best available government and utility sources. Any future development or construction must be aware of certain unknown or underground lines that may exist and follow all appropriate construction and utility notifications. This survey is not responsible for the complete resolution of all buried or obscure utility lines.

6. The boundary field traverse error of closure = n 08° 52' 37.9" e --0.020 feet and the precision = 1: 80695.

7. The subject parcel shown as tax parcel id # p50705x in the town clerk's office, town of Richford, Franklin County, Vermont.

8. This survey represents the compilation of all available records and information provided from the various government agencies or researched by the surveyor or from the referenced title report. Certain Land Ports of Entry (LPOE) sites can have a wide variance in the amount and details of past records, lease areas, fee ownerships, previous surveys, utilities, etc. Certain remote LPOEs may have never had any clearly defined boundary limits prior to this survey effort. All such findings or boundary determinations will be duly noted.

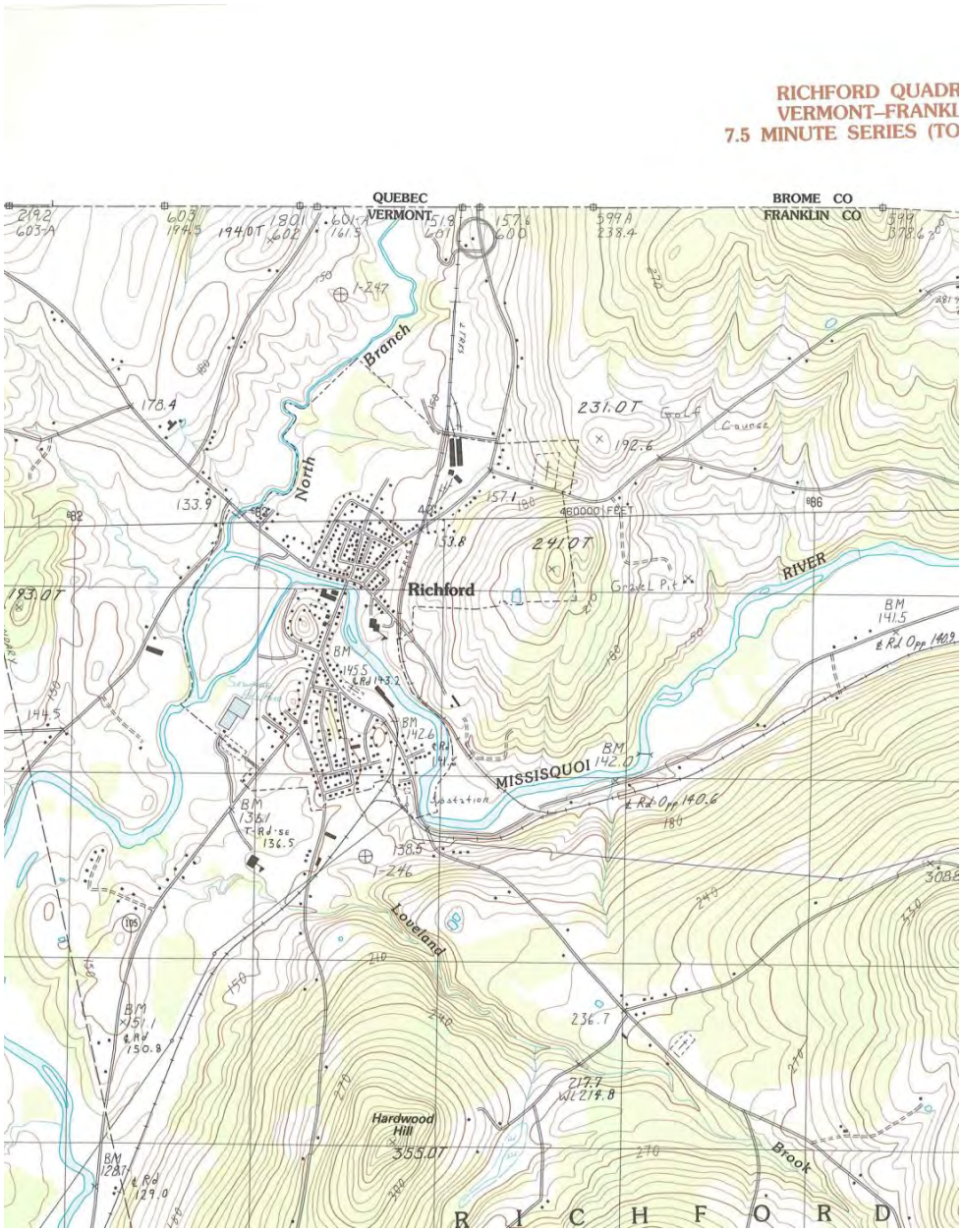
9. The title description error of closure for the subject parcel's component tracts is 0.26 feet. Legal description.

## *Boundary Justification*

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

### USGS Map
Copy of map also included as supplemental information.

**UTM References:**
Zone: 18
Easting: 684154
Northing: 4987131



**PHOTOGRAPHS**
U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* front elevation, view: west
*Photo number:* VT_FranklinCounty_ RichfordBorderStation1.tiff

U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* front and side elevation, view: southwest
*Photo number:* VT_FranklinCounty_RichfordBorderStation2.tiff

U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* rear elevation, view: east
*Photo number:* VT_FranklinCounty_RichfordBorderStation3.tiff

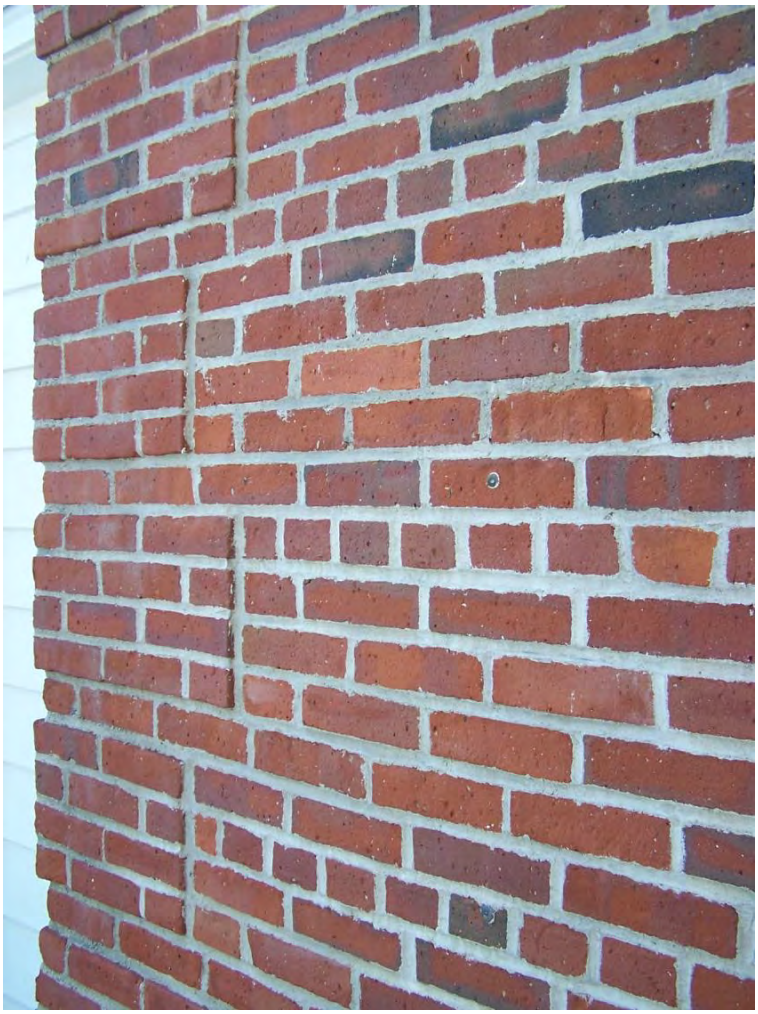
U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* side elevation, view: south
*Photo number:* VT_FranklinCounty_RichfordBorderStation4.tiff

U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* north garage wing detail, view: northwest
*Photo number:* VT_FranklinCounty_RichfordBorderStation5.tiff

U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* rear elevation window detail, view: east
*Photo number:* VT_FranklinCounty_RichfordBorderStation6.tiff

U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* commemorative plaque, view: west
*Photo number:* VT_FranklinCounty_RichfordBorderStation7.tiff

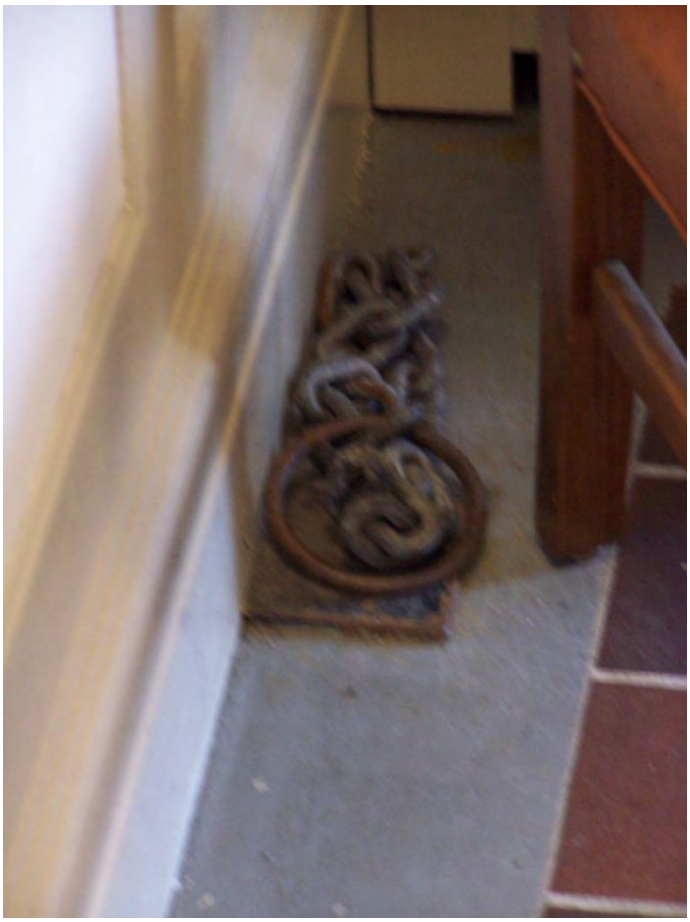
U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* corner quoining, view: southwest
*Photo number:* VT_FranklinCounty_RichfordBorderStation8.tiff



U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* original desk, view: northeast
*Photo number:* VT_FranklinCounty_RichfordBorderStation9.tiff

U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* original information cabinet, view: east
*Photo number:* VT_FranklinCounty_RichfordBorderStation10.tiff

U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* detainee chain, view: east
*Photo number:* VT_FranklinCounty_RichfordBorderStation11.tiff



U.S. Inspection Station – Richford
Franklin County, Vermont
*Photographer:* Daniel Paul, Jones & Stokes
*Date:* November, 2006
*Negative:* GSA
*Description of view:* second floor baluster, view: east/southeast
*Photo number:* VT_FranklinCounty_RichfordBorderStation12.tiff

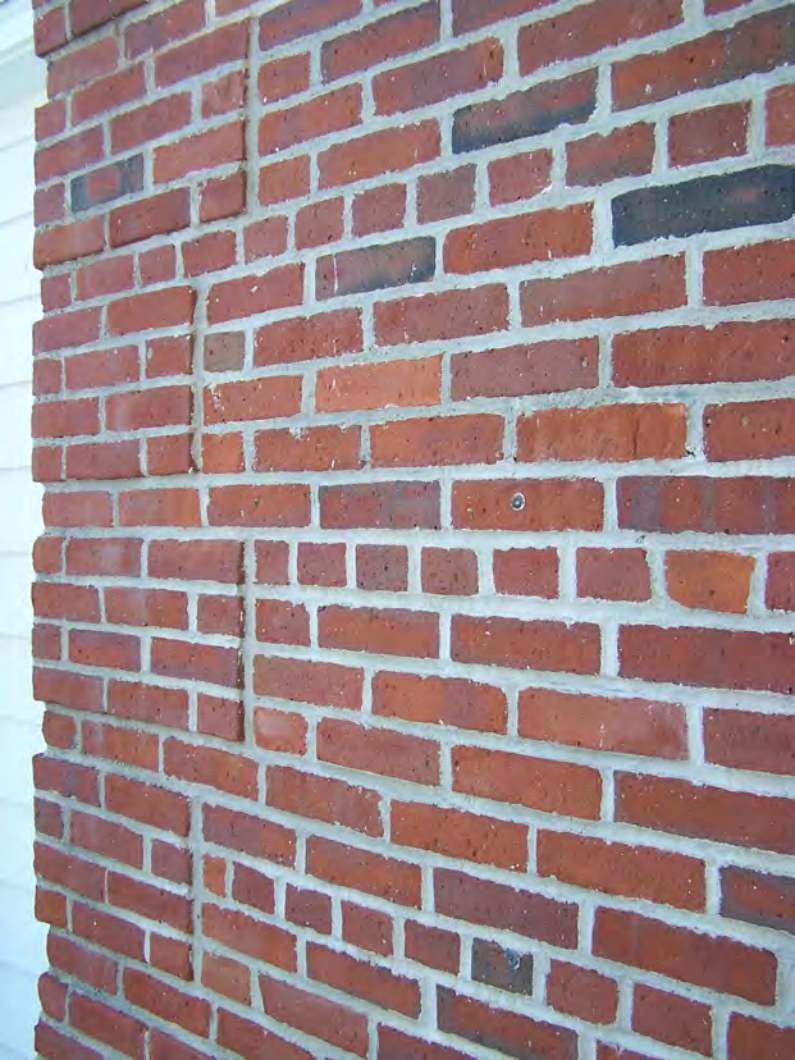
U.S. Inspection Station – Richford
Franklin County, Vermont
*Courtesy:* National Archives and Records Administration[12]
*Date:* 1932
*Description of view:* front elevation

[12] Image 13 : U.S. Department of the Treasury. Cabinet Sketch No. 24. United States Inspection Station—Richford, Vermont. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

RICHFORD, VERMONT
UNITED STATES BORDER INSPECTION STATION

RICHFORD, VERMONT
UNITED STATES BORDER INSPECTION STATION

OGDEN L MILLS
SECRETARY OF THE TREASURY
JAMES A WETMORE
ACTING SUPERVISING ARCHITECT
1932



BULLETIN

If you transport, attempt to transport, or cause to be transported (including by mail or other means) more than

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in currency of the United States or any other country, or monetary equivalents (such as travelers checks, negotiable instruments in bearer form, or money orders) into or out of the United States, you must file a report with U.S. Customs.

Ask a Customs officer for the currency report form.

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Department of the Treasury
U.S. Customs Service

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IT IS UNLAWFUL
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or otherwise. Offenders
be punished by fine and
prisonment.

(Sections 609 and 601, Tariff Act o
U. S. Code, Title 18, Section 13

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