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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—West Berkshire, Vermont

Other names/site number: West Berkshire Inspection Station; Berkshire Border Inspection Station

2. Location

Street & Number: 7823 West Berkshire Road, State Route 108 — Not for Publication: N/A

City or Town: Berkshire — 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.)

Beth A. 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 ✓ 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 — Eleanor H. Beall — 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)	2	0 building(s)
___ public-local	___ district	___	___ sites
___ public-state	___ site	___	___ structures
x public-federal	___ structure	___	___ objects
	___ object	2	0 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
Domestic	Single Dwelling

Current Functions (Enter categories from instructions)

Cat:	Sub:
Government	Government Office
Government	Custom House
Domestic	Vacant

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
1934

Cultural Affiliation
N/A

Significant Dates
1934

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 2.4

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	671313	4986937	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—West Berkshire is located in the village of West Berkshire, town of Berkshire, Franklin County Vermont on the west side of State Route 108 on 2.4 acres of property that is adjacent to the Canadian border. The Inspection Station itself is placed on the southern portion of this property. Behind it, the rear yard is planted with lawn grass, and drops in grade roughly 20 feet from the front, eastern portion of the property. Roughly 150 feet behind the rear yard is the Pike River. The surrounding area is open, consisting of rolling hills and natural vegetation. The West Berkshire Inspection Station and its two adjacent wings are on a north-south axis, and the front elevation of the Inspection Station faces east. Located on the property northwest behind the Inspection Station is a single-family residence. This residence was one of two, of which the other is now demolished. A small gravel driveway that ran to both residences is still present. The Inspection Station is slightly set back from State Route 108 and to get to it, southbound cars must veer west, where a lane traverses beneath a porte-cochere. On either side north or south of the porte-cochere is blacktop, which provides for a degree of extra parking if necessary. Polished granite curbs bound this blacktopped area. A mast-type flagpole is located to the north of the Inspection Station building, and is accessed by a small sidewalk. To the north of this, the Canadian Inspection Station is visible.

Exterior

The U.S. Inspection Station—West Berkshire is a rectangular plan, 1½-story, side gabled woodframe building clad in American bond brickwork, and designed in the Colonial Revival style. Flanked on either end of the building are 1-story, 4-bay garage 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 posts. The front elevation of the West Berkshire 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 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 corner is a marble informational plaque. The porte-cochere, which is a replacement, covers a large center portion of the front eave of the building. On either side of it upon the building is a wood fascia with simple cornice molding that wraps around the front corners.

The side gabled roof of the U.S. Inspection Station—West Berkshire is clad in gray asphalt shingle in an undulating square pattern. Above the front elevation is a vinyl clapboard clad shed roofed dormer of three bays with 8/8 woodframe double hung windows. Each side of the inspection station is flanked by garage wings with stepped copper flashing above them. The upper portion of the side elevations features paired, 4-unit woodframe windows underscored by a continuous marble sill and topped with a flat arch brick pattern. At each side, a simple cornice molding and wood fascia underscore the side gables and form a pair of gable returns. 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 feature marble sills. The rear elevation of the West Berkshire Inspection station correlates to the sunken grade of this section of the property, revealing a tall plinth course of poured concrete, which also underscores the two garage wings at the rear elevation. Within the basement level of the inspection station is a 2-panel painted wood entry door, its upper section consisting of nine glazing units. A brick clad shed-roofed bumpout is present at the rear elevation basement level. Centered within it is an 8/8 wood frame double hung window underscored by a marble sill. A wood fascia and simple cornice molding underscores the roof of the bumpout. Within the roof atop the rear elevation of the inspection station is a vinyl clapboard clad shed dormer with four bays of 8/8 woodframe double hung windows. Centered above this dormer behind the ridgeline of the roof is a rectangular brick chimney with a concrete capital.

The two bays closest to the inspection station within the southern of the two garage wings have been converted into restrooms. The southern most bay of this garage wing once featured an inspection pit that has since been covered. The southern garage wing was originally used for various customs inspection activities, and the north wing was for officer's automobiles. All of the garage doors within the two wings are metal roll-up, and are not original. The southern and northern ends of each garage wing feature a pair of 12/12 wood frame double hung windows. These windows are also present at the 4 rear bays of each garage wing. In the concrete course below these are 8/8 wood frame double hung windows, and one recessed rear entry per garage wing.

Interior

The front, east facing half of U.S. Inspection Station—West Berkshire 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. On the floor of the public lobby is a dark red ceramic fire-flash tile. Behind each work area were office spaces and restrooms. The restroom doors are thin, 5-panel wood doors with original hardware and 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 four 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 inch wood desks. Now clad in board-pattern wood siding, these desks originally had a 5-panel design facing the public section. The multiple drawers within them on the non-public side of each desk are still present. 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, and original bronze light switch panels are also present throughout the interior.

The upper level of the U.S. Inspection Station—West Berkshire features two detention cells at the south end, plus an additional office, a storage room, and an Immigration Board room at the center of the west portion of the upper level.

The stairs from the first to second level have cement treads and risers with metal balusters and square shaped metal newels each featuring a cornice molded crown detail and side paneling. Wood trim runs along the base of the stairway, and the handrail is of a blonde, stained wood. 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' below the ceiling.

The basement level is divided into three separate rooms running 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.

Residence

Due northwest behind the U.S. Inspection Station—West Berkshire is an abandoned 1-story rectangular plan residence with wood shiplap siding and a medium pitch side gabled roof. The residence is designed in the Cape Cod variation of the Colonial Revival style. The centered, primary entrance faces north and is fronted by an elevated rectangular porch fully enclosed in screen paneling. Triplicate, square shaped engaged columns are present at the outer corners of this porch enclosure, which itself is topped with a flat roof and wood balustrade railing. The residence rests on a concrete foundation that contains 3-unit woodframe horizontal windows at the east and west side elevations that provide light to the basement. Across all elevations of the residence are 6/6 and 4/4 woodframe double hung windows. At the west facing side elevations the 6/6 windows are symmetrically placed, each underscored by the 3-unit basement windows previously mentioned. At the south elevation, the 6/6 windows appear in a triplicate formation in the center of that elevation. On either side of them is a pair of 4/4 windows to the west, and a 6/6 window to the east portion of the south elevation. The east facing side elevation is of three bays, featuring a 6/6 window on the north end, a canopied side entrance on the south end, and a 4/4 window in the center. Each side of the residence features a gable end. Within the apex of the gable is a triangular attic vent, and below these vents are 4-part lunette windows framed in simple cornice molding and underscored by wood sills. A rectangular brick chimney with a concrete crown straddles the ridgeline off-center due east.

Alterations

The West Berkshire Inspection Station appears to have undergone a degree of alterations primarily upon its exterior. The two garage wings are now clad in vinyl clapboard siding. 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 be a recent alteration. 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 unoriginal and dates from circa 1972. Originally two free-standing residences were built on-site, with entrances that faced one another. The now demolished residence was located directly north of the extant freestanding residence.

Statement of Significance

Summary

The U.S. Inspection Station—West Berkshire 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--West Berkshire retains all aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criterion A, at the local level of significance, period of significance 1934. The West Berkshire Inspection Station is the last in the State of Vermont to retain an example of the freestanding dwelling units that often accompanied the Type Number 1 inspection station. As a result, it retains all 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—West Berkshire 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 1934, it was sited alongside a border highway, State Route 108, 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 alterations to the station building, garage and inspection wings, porte- cochere, and interior, the property is not being considered for eligibility under Criterion C.

The U.S. Inspection Station—West Berkshire was formally determined eligible for the National Register on September 12, 1986.[1]

U.S. Inspection Station—West Berkshire, 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—West Berkshire:

> *One regular and two temporary customs officers are located at this place, who also perform the immigration work. The office is located in a one-room building, but should be closer to the boundary in order effectively supervise traffic. At a point known as Nobles Corners, two roads from the boundary join and proceed from there as a single road. The inspection office should be located at this point so as to adequately cover both of these international highways.*
>
> *The only building in the vicinity of Nobles Corners is a farmhouse. No space can be rented, and it is accordingly recommended that a building of Type No. 2 be erected.*[2]

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

The Benner & Hughes report estimated the cost of the U.S. Inspection Station – West Berkshire to be $58,500 to construct the building and $1,000 to acquire the site.[3]

The U.S. Inspection Station—West Berkshire 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. The detached residence was designed in the Cape Cod variation of the Colonial Revival style.

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. Of all of these Inspection Stations, the West Berkshire Inspection Station is the last in the state to possess an original freestanding residence, which was likely for the Immigration or Customs officer and their family. Though this residence is currently unoccupied and its condition suffers due to deferred maintenance, it still conveys its design intentions as a specific Colonial Revival residential design. The Colonial Revival features upon this residence include the combination of engaged, classically stylized columns; roof balustrades (though in poor condition); gable returns, gable end lunettes; cornice molding; architrave and frieze work. The combination of a rectangular plan residence with little of no eaves, central entrance, shiplap siding, central chimney, double hung windows, and simple detailing all place the residence as a "Cape Cod" variant of the Colonial Revival design system. The significance of this residence as the last of its type in Vermont is significant at the statewide level.

The U.S. Inspection Station—West Berkshire 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. Because many of these Inspection stations were located in isolated areas, they too were designed with standalone living units. The West Berkshire Inspection Station design and the above mentioned examples are all of a type that have been written of as "Northern Style" inspection stations for their ubiquity in the northern border states. The Northern Style inspection stations shared general features such as brick walls and sharply pitched gable roofs that buffer from the affects of cold climates, rain, and snow.[4]

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

At the time of it completion in 1934, the Supervising Architect of the Treasury was Louis Simon. Simon had become the Supervising Architect of the Treasury the year prior, though he worked with the office continually since 1896.[5] Simon would retain the post until 1939. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative- progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm" [American Architect and Architecture, August, 1937, vol. 151, p. 51]."[6]

During Simon's tenure, the Department of the Treasury was the largest architectural office in the United States, with over $700 million 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—West Berkshire 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 West Berkshire 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 West Berkshire Inspection Station 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 following the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage.

The West Berkshire Inspection station has retained its original location. The setting of the inspection station in a pastoral space of rolling hills, open fields, rivers, and farmland is highly similar to its setting in 1934. The integrity of feeling, as a PWA-era inspection station intent on expressing an American sentiment at the border through a vernacular use of the Colonial Revival, is likewise unaltered.

[5] Craig, Lois and the Staff of the Federal Architecture Project, The Federal Presence : Architecture, Politics and Symbols in United States Government Buildings (Cambridge and London : The MIT Press, 1978) 328.
[6] American Architect and Architecture, August, 1937, vol. 151, p. 51 in US General Services Administration, Historic Building Preservation Program: Inspection (Mooers) dated
04/27/94: 3.
[7] Vermont New Media, http://www.vermonttoday.com/century/topstories/flood.html, 1999. viewed 8 Nov 2006.

Significance within the Related Multiple Property Submission

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

Evaluation under Criterion A

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

Associative Attributes

U.S. Government Ownership and demonstration of federal authority and presence: To represent the government's response to this chain of events, the U.S. Inspection Station—West Berkshire 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 1934, and sited along State Route 108 near the International Border with Canada. It was sited at one of the locations recommended by Benner and Hughes in their 1928 report, as follows: "The only building in the vicinity of Nobles Corners is a farmhouse. No space can be rented, and it is accordingly recommended that a building of Type No. 2 be erected."[8] Federal authority is symbolized by the mast type flagpole and the detention cells in the interior. It remained under U.S. Government ownership through and after the end of the Inspection Station MPS period of significance (1943),

[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: 25.

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—West Berkshire retains ***integrity of location*** because it is still in its original location along State Route 108 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "The office is located in a one-room building, but should be closer to the boundary in order effectively supervise traffic. At a point known as Nobles Corners, two roads from the boundary join and proceed from there as a single road. The inspection office should be located at this point so as to adequately cover both of these international highways."[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 West Berkshire, not only because increasing highway traffic would bring more motorists, but because of spatial needs for officers. "One regular and two temporary customs officers are located at this place, who also perform the immigration work. The office is located in a one-room building…The only building in the vicinity of Nobles Corners is a farmhouse. No space can be rented…"[10]

At West Berkshire, 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 cohere has been replaced, the garage and inspection wings altered, and much of the interior altered, the U.S. Inspection Station--West Berkshire is the only station in Vermont to still retain one of its detached residential buildings. As a result, the property still retains an adequate level of integrity ***of design and materials*** to convey its original function and 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--West Berkshire 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 West

[9] Ibid., page 25.
[10] Ibid., page 25.

Berkshire, adequate service to the public is demonstrated by the porte-cochere (replaced in-kind), by the provision of eight bays 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 West Berkshire, quarters for the officers were provided in two detached residences, and because it is the only example of one remaining in Vermont, 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—West Berkshire, 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 1934.

In addition, the U.S. Inspection Station—West Berkshire 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

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

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Commissioner-General of Immigration. Annual Report of the Commissioner-General of Immigration to Secretary of Labor. Washington D.C.: Government Printing Office, 1924.

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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.

ICF Jones & Stokes. U.S. Border Inspection Stations, States Bordering Canada and Mexico. Multiple Property Submission Historic Context Statement. Los Angeles: ICF Jones & Stokes, 10/14/2008.

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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 given for the westerly sideline of Route #108 (which lies on the east side of subject tract) being south 09° 03' west, south 03° 57' west, and south 03° 38' east as described in condemnation proceedings in the District Court of the United States dated 11/19/1932, and as shown on a map of the W. Berkshire U.S. Inspection Station site prepared by H. A. Elrick dated 04/21/1932.

2. The Vermont State Plane, NAD83, U.S. foot coordinate for the concrete monument (found) at the southeast corner of the subject tract had a northing = 916,939.88, easting = 1,556,200.96, and NAVD88 elevation = 427.22'.

3. A utility locate was called in to Vermont DIG Safe System, Inc. (Ticket # 20042702080) on 6/28/04 and the following utilities were requested to respond: Verizon, Vermont Electric Co-Op, Adelphia communications, Village of Swanton, Vermont Gas, and Central Vermont Public Service. All field marked utilities and field observed utilities were subsequently field located 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 line.

5. The boundary field traverse error of closure = N 17° 57' 48" E 0.16' and the precision = 1: 142810.

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 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.

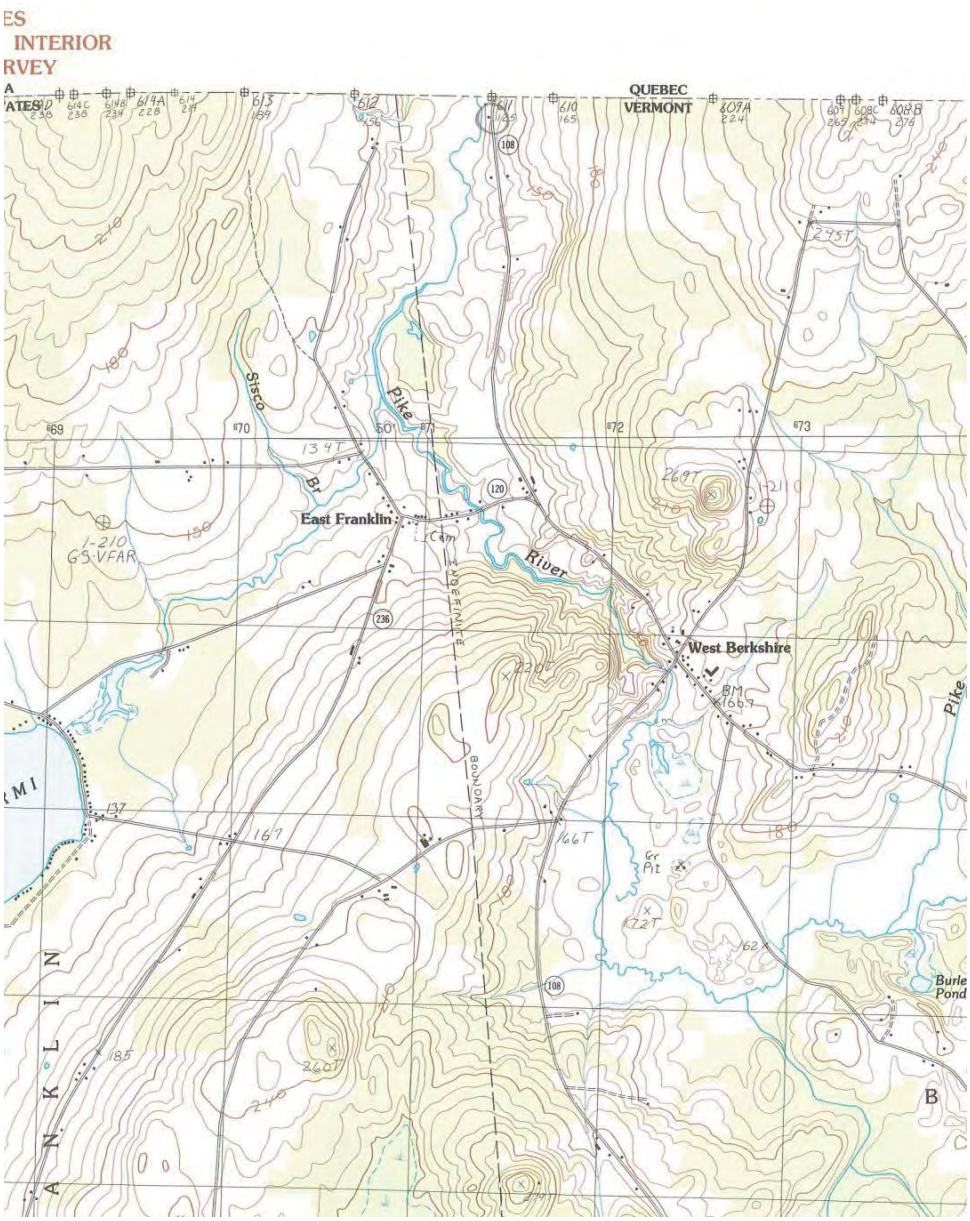
Boundary Justification

The current U.S. Government owned property boundary is consistent with the original limits. The West Berkshire LPOE is located on a secondary road. The topography is rolling with the west side of the site sloping to a creek. The majority of the site is grass with minimal paved areas for parking and vehicle access and maneuvering. The facility is located in a primarily rural area surrounded by Canada to the north, West Berkshire Road and open land to the east, open land to the south and a creek and open land to the west.

USGS Map

Copy of map also included as supplemental information.

UTM References:
Zone: 18
Easting: 671313
Northing: 4986937



Photographs

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: front elevation, view: west
Photo number: VT_FranklinCounty_BerkshireBorderStation1.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: front and side elevation, view: northwest
Photo number: VT_FranklinCounty_BerkshireBorderStation2.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: porte-cochere and inspection station, view: south/southwest
Photo number: VT_FranklinCounty_BerkshireBorderStation3.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: rear and side elevation, view: northeast
Photo number: VT_FranklinCounty_BerkshireBorderStation4.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: front elevation, view: northwest
Photo number: VT_FranklinCounty_BerkshireBorderStation5.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: rear elevation, view: east
Photo number: VT_FranklinCounty_BerkshireBorderStation6.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: bathroom door, first level, view: west
Photo number: VT_FranklinCounty_BerkshireBorderStation7.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: office door, first level, view: west
Photo number: VT_FranklinCounty_BerkshireBorderStation8.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: window sills and frame, second level, view: east
Photo number: VT_FranklinCounty_BerkshireBorderStation9.tiff

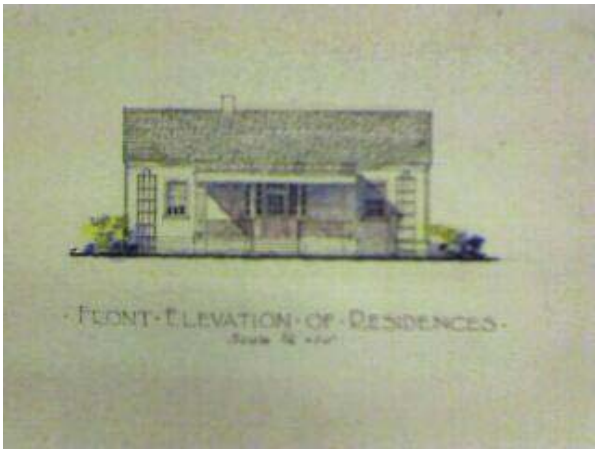
U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: residential dwelling within setting, view: north/northwest
Photo number: VT_FranklinCounty_BerkshireBorderStation10.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date: November, 2006
Negative: GSA
Description of view: residential dwelling, front and side elevations, view: southwest
Photo number: VT_FranklinCounty_BerkshireBorderStation11.tiff

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Courtesy: National Archives and Records Administration (NARA)[12]
Date: 1934
Description of view: front elevation

[12] Images 12-13: U.S. Department of the Treasury. Cabinet Sketch No. 9. United States Inspection Station—West Berkshire, Vermont. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

U.S. Inspection Station – West Berkshire
Franklin County, Vermont
Courtesy: National Archives and Records Administration (NARA)[14]
Date: 1934
Description of view: front elevation, residences



[14] Images 12-13: U.S. Department of the Treasury. Cabinet Sketch No. 9. United States Inspection Station—West Berkshire, Vermont. in Records Group 36, at the National Archives and Record Administration in College Park, Maryland.

WEST BERKSHIRE VT
UNITED STATES BORDER INSPECTION STATION
STOP
ARRET

CLEARANCE

EMPLOYEES
ONLY
VERMONT PURE
DECOR

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