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

OMB No. 1024-0018
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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—Beecher Falls, Vermont

Other names/site number: Beecher Falls Inspection Station; Beecher Falls Border Station

2. Location

Street & Number: 1429 State Route 253 — Not for Publication: N/A

City or Town: Canaan — Vicinity: N/A

State: Vermont — Code: VT — County: Essex — Code: 009

Zip Code: 05902

3. State/Federal Agency Certification

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

Signature of certifying official: [signature] — Date: 7/23/14

Federal Preservation Officer — U.S. 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.)

Signature of commenting official/Title: Laura Kreschmann — Date: 9/30/2013

VERMONT STATE HISTORIC PRESERVATION OFFICER

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

	Signature of Keeper	Date of Action
✓ entered in the National Register	for Edson K. 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)	1	0	building(s)
___ public-local	___ district	___	___	sites
___ public-state	___ site	___	___	structures
x public-federal	___ structure	___	___	objects
	___ object	1	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

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	
other	WOOD (windows and doors)
	GLASS (windows and doors)

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

Please see Section 7 Continuation Sheets.

8. Statement of Significance

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

x A Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ B Property is associated with the lives of persons significant in our past.

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

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

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

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

___ B removed from its original location.

___ C a birthplace or a grave.

___ D a cemetery.

___ E a reconstructed building, object, or structure.

___ F a commemorative property.

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

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

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

Period of Significance
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 0.5

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	19	302542	4987407	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--Beecher Falls is located along state route 253 within the Village of Beecher Falls in Canaan, Essex County, Vermont. Like the other Inspection stations in Vermont, the site is located directly south of the Canadian border. The U.S. Inspection Station—Beecher Falls is set back due west from route 253 and faces eastward to service incoming southbound traffic from Canada. A large, metal clad Modern style factory building and skybridge for the Ethan Allen furniture company is located across the street and south of the Inspection Station. Sparse but consistent residential development is also present nearby. The U.S. Inspection Station—Beecher Falls is located at the base of a hill and is itself on a relatively level grade. The Connecticut River is roughly 500 feet east of the property. The rest of the immediate area consists of hills, deciduous trees, brush, and landscaped lawns.

Exterior Description

The U.S. Inspection Station—Beecher Falls is a rectangular plan, 2-story inspection station done in the Colonial Revival design system. Its exterior walls are of solid bearing brick in an American Bond pattern. The building is topped with a steep pitch, side gabled, Dutch gambrel roof. On either side of the Inspection Station is a 1-story, 4-bay garage wing clad in American bond brick, and topped with a hipped roof. A flat roofed metal porte-cochere that covers two lanes is affixed to the front elevation of the station building. The front elevation of the U.S. Inspection Station—Beecher Falls faces east and the total building program—inspection station building and garage wings—runs axially south-north.

The U.S. Inspection Station—Beecher Falls features a variety of details that associate it to the Colonial Revival design system. Wood frame, 12/12 double hung sash windows, each inset into the wall and framed with ogee style cornice inset framing, are prominently featured at the first level of both the Inspection and the sides and rear of the garage wings. Each of these windows is topped with gauge brick jack arching with a large, canted marble decorative keystone, and each is underscored with marble sills. Symmetry is a prominent feature, both of the front elevation and of the total program. The front elevation of the Inspection Station building consists of five bays. The center of these bays is an elaborate entry program, which features two painted wood entry doors, each of two panels with the upper panel composed of nine light glazing, with original brass hardware and kick-plates. Above each door is a single panel glass transom. Doors and their transoms are inset into a wood paneled unit that is ornamented with thin, square shaped classically detailed pilasters that have paneling within their shaft and within their capital. These columns appear at either end of both doors, and between them is a thin recessed decorative panel. The columns frame the two entries and are the end components of the total entry program. The entry design program is topped with a continuous cornice molding that runs across both entries. Directly above the entry program is a gauge brick jack arch with a projecting marble keystone. Brick quoins run vertically up each corner of the Inspection Station building. Affixed at either end of the front elevation are bronze rain gutters, connected to the building by bronze brackets that feature a floral motif.

The side gambrel roof is covered in asphalt shingle. The eave of the roof is underscored by painted wood ogee molding. Within the lower portion of the roof at the front elevation are 5 gabled dormers. Each dormer contains an 8/8 woodframe double hung window topped with a latticed pattern lunette window head. On either side of each window within the dormer are square-shaped pilasters with classical detailing and paneling within the shaft and the capital. The lower and upper portions of each column capital are enclosed in a running cornice that continues across the top of the dormer cheeks, where it encloses a frieze. Below this frieze, the cheeks of each gable are clad with clapboard. The dormers have full entablatures with gable returns and keystones above the windows. At either end of the ridgeline atop the roof are one of two large brick chimneys that feature a thin brick running course and a concrete crown. The south chimney is fake, constructed only for the purpose of visual symmetry.

At each side elevation, stepped copper flashing is present above where the roof of the garage wing meets the side elevation. The upper level of both side elevations is treated identically. In the front portion is an 8/8 woodframe double hung window topped by a latticed pattern lunette window head identical to those found in the dormers. The lunette portion is circumscribed in vertical brickwork with a marble keystone centered above it and smaller marble blocks at either spring end. A pair of thin, vertical attic vents is symmetrically placed within the gable end at both side elevations. Ogee style cornice molding underscores the gambrel roofline at each gable end. Below this are molded gable returns that continue from the front and rear elevation molding.

The first level rear elevation of the Beecher Falls Inspection Station, including the garage wings, reads as a continuous program totaling 13 bays. A 12/12 woodframe window, decorated in a manner previously discussed, occupies each of the 13 bays with the exception of the middle bay. The center bay contains an inset square marble slab. Within the rear elevation roof of the Inspection Station building run five dormers of an identical design and placement to those described atop the front elevation.

The garage wings are virtually identical to each other, and are connected to the northern and southern sides of the inspection station. Each garage wing comprises four bays. A semicircular brick arch of stretcher voussoirs, and centered with a marble keystone, surrounds the upper portion of each garage entry. The spring below the arch is of a continuous stretcher course. Two of the four south-wing garage bays have been converted: one into a pedestrian entryway, and the other has a 12/12 woodframe window decorated in a similar manner to other windows across the first level albeit smaller scale. The outer corners of both garage wings feature brick quoins and bronze rain gutters with a floral bracketing detail. Each pair of windows features a continuous marble sill. In a manner similar to the front and rear elevations of the inspection station, the hipped gable roof of each garage wing is underscored with stepped ogee style cornice molding and a running fascia.

The porte-cochere of the Beecher Falls Inspection Station covers two lanes, and is a metal, flat roofed replacement supported by six cylindrical metal poles. Beneath the porte-cochere are low, round curbed concrete islands between lanes and a recently constructed metal kiosk.

Interior Plan and Features

The first level of the interior features a plan that is highly similar to numerous other inspection stations of the same era. The first floor of the Beecher Falls Inspection Station is divided into a front public half at its eastern portion, and a private half at its western rear portion. The front half itself is divided in half, with an Immigration office in the southern portion and a Customs office in the northern portion. The Immigration side features an original information cabinet placed upon the east wall. Each of the two adjacent front entries corresponds to each of these offices. Each entry opens onto a small public lobby with a floor covered in "red fire-flashed" ceramic tile. Beneath each front entry is a marble threshold, which is also present at the shared doorway inside and between the Customs and Immigration service areas. Each area features a large, L-shaped multi-paneled wood service desk. Behind each desk are the work areas for the Customs and Immigration offices.

The Customs and Immigration service areas feature picture molding, cornice molded door and window frames, and baseboards. The west walls of the Customs and Immigration work areas are identical and consist of a multi-paneled partition with privacy glass topped by operable privacy glass transoms. Both windows and transoms in the partition are framed in molding. Behind this partition are four private offices: two for the Immigrations Officer and two for Customs. These offices are accessed through two panel doors in the partition, which feature a lower panel of wood and an upper panel of single-light privacy glass. At the west end of the two public lobbies is a pair of multi-panel wood doors. Behind each door is a stairway: one to the second floor and one to the basement. Both stairways feature cement risers and safety treads, stained wood railings, wrought iron balusters, and cast iron newels with a low-pitched diamond capping. The windows and doors within the stairway are trimmed in wood.

The second level features four additional offices positioned east of a central, north-south hall. These offices feature wood floors and wood base and trim around window and doorframes. Above each doorway are operable transom windows. The southwest corner of the second floor features two holding cells, each with cement floors and base. Each of these holding cells has its original 5-panel wood entry door, each with a bar covered viewing portal. The dormer windows within these cells are also covered with metal bars. The northwest section of the second level features a women's restroom and two men's restrooms- an additional one for the officers. The restrooms are original, featuring pipe-railing stalls with wood multi-panel swinging doors, and original urinals, shower stall in the employee restroom, toilets, and white ceramic tile flooring and wainscoting.

The basement level is divided into various sections that service the building and provide additional storage. The basement features concrete floors and unfinished concrete walls and ceilings. Hopper windows are present at the western side of the basement. Two pair of thick, 2-panel wood doors divide the basement into three separate primary components. The paneling itself in these doors has rounded edges and a diagonal board pattern within them. The doors lock together via metal latch hardware. A boiler room is located on the southern end of the building, and a coal storage is located on the northern end of the basement. Upon entry into the middle of the basement are two vaults dated from 1932: one for Customs and one for Immigration. Each vault features a gold seal for the United States of America.

The southern garage wing housed facilities for Customs inspection of vehicles. Two of its bays are now restroom facilities. The outermost bay in the southern wing featured a sunken inspection pit that has since been covered. The northern wing was intended for the garaging of employee vehicles.

Landscape Elements

The area in front of the Beecher Falls Inspection Station is paved with asphalt, and is used for accessing the inspection area from the street and for parking. Low rectangular curbs of polished granite border the asphalted area. Small areas of landscaped lawn grass are located to the north and south of the asphalted area. A rectangular rear yard of mowed lawn is present behind the Inspection Station and its accompanying wings. A large part of this rear yard is covered with an asphalt and concrete walk. A mast type flagpole is centered in front of the porte-cochere. A stone retaining wall is present at the southern and northern boundaries of the property. The area behind (west of) the property ascends upward and is covered with deciduous trees and ground cover.

Alterations

The primary alterations to the Beecher Falls Inspection Station include the replacement of the original porte-cochere, and alterations to the eight garage bays. Except for the two bays that were converted to a restroom, the rest of the garage doors have been replaced with roll-up metal doors.

Statement of Significance

Summary

The U.S. Inspection Station--Beecher Falls 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--Beecher Falls retains all aspects of integrity and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1932. It retains all of its original program elements, and well demonstrates the historic characteristics of Inspection Station MPS Property Type Number 2: 5-bay Inspection Station.

Under Criterion A, the U.S. Inspection Station—Beecher Falls 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 253) at one of the locations recommended in 1928 by H.A. Benner of the Bureau of Customs and J.L. Hughes of the Bureau of Immigration Benner and Hughes. Its construction was, therefore, in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s.

Under Criterion C, the U.S. Inspection Station—Beecher Falls retains adequate integrity to convey the design, plan, and program from the time it was constructed by the Treasury Department. The exterior and interior of the station and garage wings still convey the historical design, workmanship, and materials of the facility's original construction. The Colonial Revival design system was employed throughout the facility through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, and keystones in arched openings. The building retains a high degree of integrity and is distinguished, both in its exterior and interior features and materials, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s.

The U.S. General Services Administration and the National Park Service formally determined the U.S. Inspection Station—Beecher Falls eligible for the National Register on September 12, 1986. [1]

U.S. Inspection Station—Beecher Falls, 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,

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

respectively, made the following analysis and recommendations that led to the authorization for the U.S. Inspection Station—Beecher Falls:

> *Customs and Immigration quarters are rented from the railroad company and are located in its station, which is away from all the highways. The railroad at this point has been discontinued beyond the Canadian boundary so that there is no railroad work for the officers located here. As now located, the only vehicles from Canada which the officers can inspect are those which voluntarily drive off the highway and report at the office. After crossing the boundary the main highway divides into two roads, one leading across the bridge over the Connecticut River and running down through New Hampshire, and the other continuing through Vermont. The government office should be located on the highway close to the boundary, between the point at which it divides into two roads and the international line. An office so located on the right side of the road for incoming vehicles, properly equipped with canopy and driving there under, can efficiently and conveniently cover all traffic entering at this point. It is accordingly recommended that a standard office building (Type No. 1) be erected at the point above indicated.*[2]

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

The U.S. Inspection Station–Beecher Falls is eligible under Criteria A and C for the National Register of Historic Places. The inspection station building is an intact example of the Colonial Revival design system as expressed on Inspection Station designs of the Federal Public Works Administration (PWA) period of the 1930s. This Colonial Revival detailing makes itself present through the combination of: a strongly symmetrical massing featuring a primary unit flanked by lower wings; strong symmetry and odd numbered ranking in the front elevation; a centered and elaborated entry program; ogee style cornice and gable molding and returns underscored with fascia molding; gable dormers with classical column and pediment detailing; American course brick cladding; gauged brick jack arch molding often featuring centered keystones; a gambrel roof; paired symmetrical brick chimneys at either end of the building; and multi-glazed, wood frame double hung windows.

Vermont features more extant PWA era inspection stations (11) than any other state in the country. Thirteen PWA era Inspection stations were originally constructed in Vermont, which was also more than anywhere else in the United States. The U.S. Inspection Station–Beecher Falls design was a larger scale inspection station constructed for an area originally speculated to have increased automobile traffic. Similar to other property type 2 inspection stations, this inspection station is much more elaborately detailed than many other examples. One other Inspection Station in Vermont—East Richford, shares an identical design. A third inspection station in Vermont of identical design, Highgate Springs, has been demolished. Similar to the other stations in Vermont and the majority across the US Canada border, the U.S. Inspection Station–Beecher Falls design has been called a "Northern Style" design for its ubiquity in the northern states. The Northern Style inspection stations shared general features such as brick walls and relatively steep gabled (or gambrel) roofs that buffer from the affects of cold climates, rain, and snow.[4]

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[2] Benner, H.A. and J.L. Hughes, Report on Standard Type of Customs-Immigration Inspection Buildings for Border Highways. Congressional report to the Commissioner General of Immigration. Washington D.C., May 13, 1928: 22.
[3] 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: 22.
[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 completion in 1932, the Supervising Architect of the Treasury was Judge James Wetmore, who held the position from 1915 to 1933. Wetmore however, had no formal architectural training, and directing Wetmore's office during this period was Louis A. Simon, who had worked with the office continually since 1896.[5] It is Louis Simon who most likely developed the design of the U.S. Inspection Station–Beecher Falls. "Simon, trained in architecture at MIT, was instrumental in the image of government projected by its public buildings, an image derived from classical western architecture, filtered perhaps through the English Georgian style or given a regional gloss, but one which continues to operate in the collective public vision of Government. Simon was unwavering in his defense of what he considered a "conservative-progressive" approach to design in which he saw "art, beauty, symmetry, harmony and rhythm."[6]

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

The U.S. Inspection Station–Beecher Falls evolved from the contexts of Prohibition (1919-1933), the increased popularization of automobile travel, a more stringent entry regimen for immigrants passed in 1917, and the Public Works Administration that developed out of the Great Depression of the 1930s. In 1917 the Federal Government began the imposition of head taxes and literacy tests on Canadian and Mexican Immigrants. This was a practice formerly done only to oversee immigrants. This reform resulted in a sharp increase of illegal entry attempts into the United States across various Canadian and Mexican borders. A Vermont–specific context that influenced the development of Inspection stations within the state was 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 became paved. This changed the economy of Vermont away from one formerly dependent on the railroad, and also allowed easier cross–border access.[7]

The U.S. Inspection Station–Beecher Falls 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 to the American heritage and the American past since the 1876 Centennial celebration which triggered a desire for an understanding of American architectural lineage. The side gambrel roof on the Beecher Falls Station is informed by Dutch traditions, and is a known variant within the Colonial Revival design language.

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[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.

The U.S. Inspection Station–Beecher Falls has retained its original location. The setting of the inspection station in a pastoral space of rolling hills, marshlands, rivers and their tributaries, and open space is little changed from its 1932 construction date. 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.

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—Beecher Falls 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 253 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: "Customs and Immigration quarters are rented from the railroad company and are located in its station, which is away from all the highways. The railroad at this point has been discontinued beyond the Canadian boundary so that there is no railroad work for the officers located here. As now

located, the only vehicles from Canada which the officers can inspect are those which voluntarily drive off the highway and report at the office…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 mast type flagpole on the porte-cochere and the two vaults in the basement with the seal of the United States of America. 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—Beecher Falls retains ***integrity of location*** because it is still in its original location along State Route 253 near the International Border with Canada. In their 1928 report, Benner and Hughes recommended this location because: "As now located, the only vehicles from Canada which the officers can inspect are those which voluntarily drive off the highway and report at the office. After crossing the boundary the main highway divides into two roads, one leading across the bridge over the Connecticut River and running down through New Hampshire, and the other continuing through Vermont. The government office should be located on the highway close to the boundary, between the point at which it divides into two roads and the international line. An office so located on the right side of the road for incoming vehicles, properly equipped with canopy and driving there under, can efficiently and conveniently cover all traffic entering at this point."[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 Beecher Falls, not only for their poor location but because: "Customs and Immigration quarters are rented from the railroad company."[10]

At Beecher Falls, protection from inclement weather was provided by a porte-cochere, garage wings, inspection pits, and the efficient placement of combined functions within the office building. Integrity at the U.S. Inspection Station--Beecher Falls is good, including most of the exterior design and interior furnishings, and with the exception of the replaced porte-cochere and garage doors. 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--Beecher Falls has not been significantly changed, and it retains its original

[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: 22.
[9] Ibid., page 22.
[10] Ibid., page 22.

program elements and conveys the inspection station functions. 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 Beecher Falls, adequate service to the public is demonstrated by the design of the porte-cochere to accommodate three lanes of traffic (replaced with two lanes), by the provision of eight bays for the storage and inspection of vehicles, and by the provision of ample office space in the station building, upstairs as well as downstairs.

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 Beecher Falls, quarters for the officers were provided upstairs in the station building. Properties that do retain ***integrity of design and materials*** of the living quarters that were in effect on the property before or until 1943 may be considered exceptionally important relative to the other stations, and this is the case at Beecher Falls.

Evaluation under Criterion C

The U.S. Inspection Station—Beecher Falls is included in the Inspection Station MPS as a variation of Property Type Number 2: 5-bay Inspection Building. As described in the Inspection Station MPS, in order to be eligible for listing under Criterion C in the areas of government and architecture, the border inspection stations must retain adequate integrity to convey their design, plan, and program from the time they were purchased, designed or constructed by the Treasury Department. The border inspection stations must exemplify the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation is quite limited according to the region and climate, employing the Colonial Revival, Georgian Revival with classical details, Log Cabin Rustic, Spanish Colonial Revival and Pueblo Revival styles. In general, to qualify for registration under Criterion C at the local level of significance, the U.S. Border Stations designed and constructed from 1930 to 1943 should retain the essential design characteristics of their original style, materials, and plan, and their original location and setting alongside a roadway near the U.S. borders with Canada and Mexico. To be eligible under Criterion C, the property must adequately retain a majority of design features and retain most of the seven aspects of integrity. Properties that retain their essential physical characteristics and integrity would be significant at the local

level, within the period of significance beginning in 1930, when the first station of this group was constructed and closing in 1943, the year construction of the last station of this group was completed.
The U.S. Inspection Station—Beecher Falls is representative of one of the property types identified in the Inspection Station MPS: Property Type Number 2: 5-bay Inspection Station. The Property Type Number 2 design was used often and appears in extant Inspection Stations not only in Vermont but also in North Dakota, New York, Maine, and once in California, where it is done in the Spanish Colonial Revival style. Most of the type-2 designs were done in the northern states. The steep pitch roof combined and brick cladding of the primary building have been referred to as "Northern Style" design qualities in regards to the inspection stations. Such designs are ubiquitous in the northern states, where these features allow the building to buffer the affects of cold climates, rain, and snow.[11]

The U.S. Inspection Station--Beecher Falls exemplifies the regional designs, standardized plans and program developed by the Supervising Architect of the Treasury to make land border customs and immigration inspections more efficient and secure, demonstrate federal authority and presence, provide protection and privacy to automobile travelers and their goods, and provide better working and living conditions for officers. Stylistic variation within border stations is quite limited according to the region and climate, and like many other inspection stations along the northern United States border, the U.S. Inspection Station--Beecher Falls exhibits the Colonial Revival design system. The Colonial Revival design system was employed throughout the facility at Beecher Falls through a combination of: brick or clapboard exterior wall surfaces, symmetrical design, steep gable roofs, multi-light double-hung sash windows, and keystones in arched openings. The period of significance of the U.S. Inspection Station--Beecher Falls is 1932, the year the facility was constructed, which falls within the period of significance for the Inspection Station MPS.

Discussion of the Seven Aspects of Integrity

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

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

[11] Boyle • Wagoner Architects, *U.S. Border Stations: Metaline Falls, Laurier and Curlew (Ferry), Washington*. Seattle: Boyle • Wagoner Architects, 1996: 2. Despite their ubiquity in the north, one station of this type was constructed in Sasabe Arizona in 1937.

The ***setting*** of the U.S. Inspection Station--Beecher Falls has not been significantly changed from the historic period, as evidenced by the retention of the flagpole atop the porte-cochere that replaced the original in-kind, and relationship of the porte-cochere to the highway.

The architectural ***design*** of the original U.S. Inspection Station--Beecher Falls station building with porte-cochere and garage/inspection wings continues to have integrity of design, interior as well as exterior. The buildings continue to retain various design features that indicate that the structures have a Colonial Revival design aesthetic. The station at Beecher Falls is one of the only extant inspection stations that still has its original entrance doors, service counters and other interior furnishings intact.

The ***feeling*** of the U.S. Inspection Station--Beecher Falls building constructed on the property during the period of significance is reinforced by its close proximity to the border and highway, its Colonial Revival design system, and the aesthetic and character of the facility, which reads as a small outpost in a northern environment.

The ***materials*** of the U.S. Inspection Station--Beecher Falls appear to be original. These include brick and clapboard exterior walls and wooden sash windows. Interior features such as wood window trim, wooden stairwells, and wooden service counters are also original and contribute to the integrity of the materials within the station building and garage wings.

The inspection station is ***associated*** with the advent of the automobile, and increasing measures taken by the U.S. Government to regulate the inflow of immigrants during this time. This association is demonstrated by the porte-cochere, garage wings, inspection areas, offices and vaults. The inspection station is also associated with the Public Works Administration, and its efforts during the 1930s to gainfully employ various out of work individuals, as evidenced by the offices and detached residences.

The ***workmanship*** of the buildings was likely executed by PWA employees, and the buildings at Beecher Falls retain very excellent integrity and continue to demonstrate the skill and care that went into the brickwork, metalwork, and woodwork.

Integrity Considerations

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

- Alterations conforming to the Secretary of the Interior's Standards for Rehabilitation.

- Raising the porte-cochere height from 12 feet to 14.5 feet in response to the 1956 minimum vertical clearance design standard of the Interstate Highway System[12] or otherwise altering it to accommodate larger vehicles.
- Alteration or removal of detached garages or residences, in cases where the main building retains integrity.
- Interior modifications that reflect the intended flexibility of program.
- Filling in of the inspection pit(s).
- Minor or reversible exterior alterations.

As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Beecher Falls, Vermont, retains all seven aspects of integrity. The primary alterations of note are relatively minor and appear to be the appearance of roll-up metal garage doors, the sensitive switching out of two garage bays for the restroom facility, and the replacement of the porte-cochere. The replacement design of the porte-cochere was similar in scale and design to the original. Although the original capacity was three lanes of traffic, the replacement reduced the capacity to two wider lanes. The height also reflected the change in response to the 1956 minimum vertical clearance requirement of the Interstate Highway System. Changes to the garage doors do not detract from the overall design integrity of the station, and are offset by the large scale of the building and its retention of many original features, such as the entrance doors and transoms, service counters, wooden windows and exterior brick wall surface.

Significance – Conclusion

The U.S. Inspection Station—Beecher Falls was included in the Multiple Property Submission (MPS) for *U.S. Border Inspection Stations, States Bordering Canada and Mexico*. As demonstrated in the Description section of this registration form, the U.S. Inspection Station—Beecher Falls retains all aspects of integrity at a very high degree and meets the registration requirements in the Inspection Station MPS to be eligible for listing in the National Register of Historic Places under Criteria A and C, at the local level of significance, period of significance 1932. Constructed in 1932, it was sited alongside a border highway (State Route 253) in direct response to a chain of events including the imposition of head taxes and country quotas on immigration in 1917 and 1921, smuggling arising from the prohibition of alcohol in 1919, and the increase in usage of the automobile and improved roads in the 1920s. The building is distinguished, both exterior and interior, as an excellent example of the Colonial Revival style, particularly for its associative values as a record of the self-image of Federal government buildings during the 1930s as interpreted by the Supervising Architect of the Treasury. It retains all of its original program elements, and well demonstrates the historic characteristics of MPS Property Type Number 2: 5-bay Inspection Station.

The U.S. General Services Administration and the National Park Service determined the U.S. Inspection Station—Beecher Falls eligible for the National Register on September 12, 1986. [13]

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

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

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U.S. General Services Administration. Historic Building Preservation Program: Inspection (Mooers). 27 Apr 1994.

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

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

Geographical Data

Boundary Description

1. The bearings on this survey are based upon the bearing of the westerly line of the road leading from Beecher Falls Village to the Province of Quebec with said bearing being south 41° 30' west as recorded in Book "Y"/ Page 422. With (R) indicating record bearing / distance and (M) indicating this survey's measured bearing / distance.

2. The Vermont State Place, NAD83, U.S. foot coordinate for the true point beginning has a northing = 917,638.288, easting = 1,897599.700. 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 # 20042304357) on 06/02/2004 and the following utilities were requested to respond: Verizon, Vermont Central Public Service, 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 = S 04° 00' 22.1" E 0.0090 feet and the precision = 1: 175636.

7. The subject parcel shown as Tax Parcel ID # U05002 in the town clerk's office, Town of Canaan, Essex County, Vermont.

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

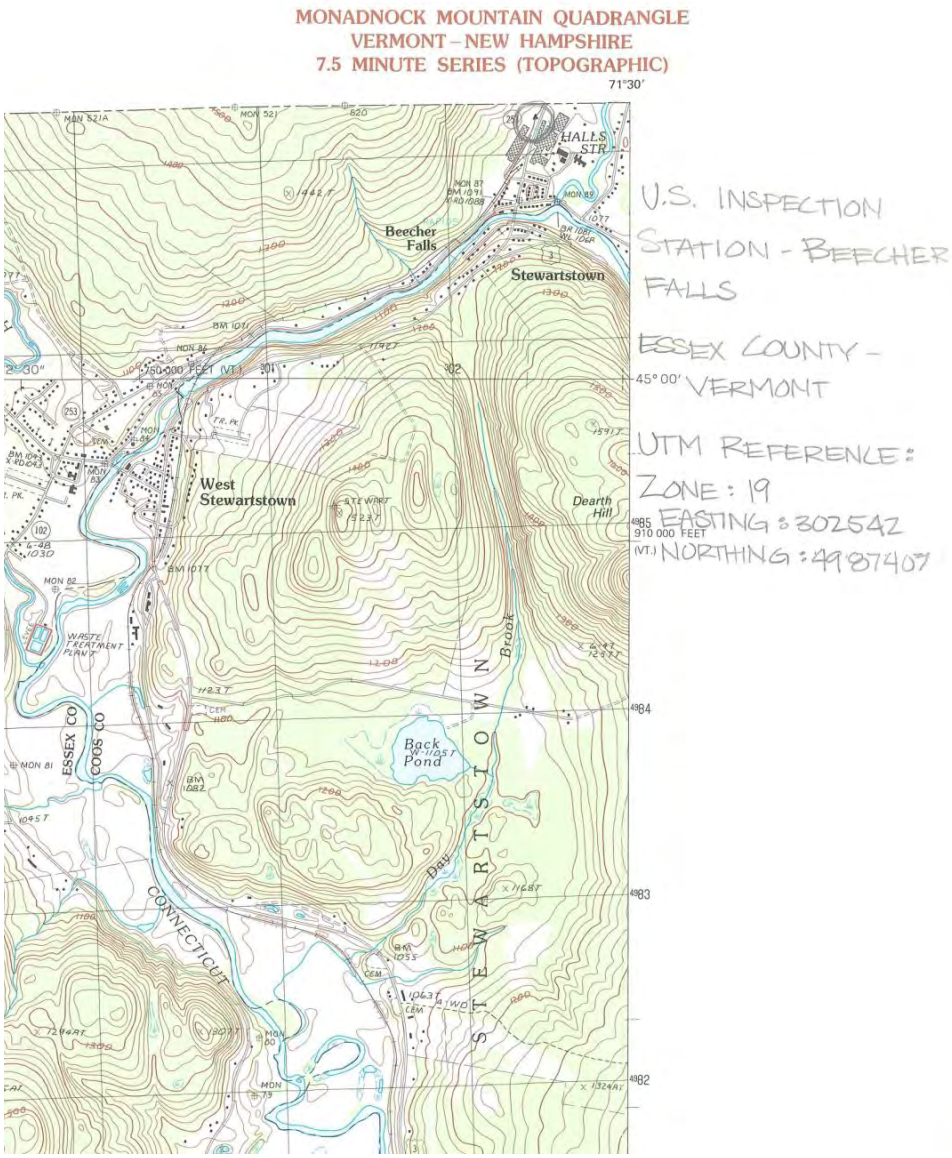
9. The Title Description Error of Closure for the subject parcel's component tracts are, Tract 1 is 1.50 feet and Tract 2 is 0.73 feet. When tracts are combined error is 1.05 feet.

Boundary Justification

The current U.S. Government owned property boundary is consistent with the original limits. The Beecher Falls Land Port of Entry (LPOE) is located on State Route 253. The topography has gradual slopes downhill to the east. The majority of the site is grass and dirt with minimal paved areas for parking and vehicle access and maneuvering. The facility is located in a primarily rural/industrial area surrounded by Canada to the north, State Route 253 and Ethan Allen Factory to the east, industrial property to the south and Ethan Allen Factory to the south and west.

USGS Map
Copy of map also included as supplemental information.

UTM References:
Zone: 19
Easting: 302542
Northing: 4987407



Photographs

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: front (east) elevation, view: northwest
Photo number: VT_EssexCounty_ BeecherFallsBorderStation1.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: rear elevation, view: north/northeast
Photo number: VT_EssexCounty_BeecherFallsBorderStation2.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: front (east) elevation, inspection building, view: southwest
Photo number: VT_EssexCounty_BeecherFallsBorderStation3.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: north garage wing, view: west/southwest
Photo number: VT_EssexCounty_BeecherFallsBorderStation4.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: north elevation, garage wing, view: south
Photo number: VT_EssexCounty_BeecherFallsBorderStation5.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: south garage wing, restroom alteration, view: northwest
Photo number: VT_EssexCounty_BeecherFallsBorderStation6.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: rear elevation dormers, view: southeast
Photo number: VT_EssexCounty_BeecherFallsBorderStation7.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: rear elevation, dormer detail, view: east
Photo number: VT_EssexCounty_BeecherFallsBorderStation8.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: entry transom detail, view: northwest
Photo number: VT_EssexCounty_BeecherFallsBorderStation9.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: molding detail, view: south
Photo number: VT_EssexCounty_BeecherFallsBorderStation10.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: original service desk, view: southwest
Photo number: VT_EssexCounty_BeecherFallsBorderStation11.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: stairwell, view: west
Photo number: VT_EssexCounty_BeecherFallsBorderStation12.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: first floor door, view: west
Photo number: VT_EssexCounty_BeecherFallsBorderStation13.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: holding room door, view: south
Photo number: VT_EssexCounty_BeecherFallsBorderStation14.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: attic entry, second floor, view: upward
Photo number: VT_EssexCounty_BeecherFallsBorderStation15.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: barred window in holding cell, view: west
Photo number: VT_EssexCounty_BeecherFallsBorderStation16.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: basement safety doors, view: north
Photo number: VT_EssexCounty_BeecherFallsBorderStation17.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: chase entry, basement, view: west
Photo number: VT_EssexCounty_BeecherFallsBorderStation18.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: bathroom stalls, view: northwest
Photo number: VT_EssexCounty_BeecherFallsBorderStation19.tiff

U.S. Inspection Station – Beecher Falls
Essex County, Vermont
Photographer: Daniel Paul, Jones & Stokes
Date of photograph: November 2006
Negative: GSA
Description of view: 1960s era nuclear sign, view: west
Photo number: VT_EssexCounty_BeecherFallsBorderStation20.tiff

BEECHER FALLS, VT.
NITED STATES BORDER INSPECTION STATION

STATION
STOP

CAPACITY
FALLOUT SHELTER