



DENVER LANDMARK PRESERVATION COMMISSION INDIVIDUAL STRUCTURE LANDMARK DESIGNATION APPLICATION

02.09.2021

This form is for use in nominating individual structures and districts in the City and County of Denver. If any item does not apply to the property being documented, enter "N/A" for "not applicable." Questions about the application or designation process can be directed to Denver Landmark Preservation staff at landmark@denvergov.org or (303) 865-2709.

Property Address: 4701 North Marion Street, Denver, CO 80216

The following are required for the application to be considered complete:

- Property Information
- Applicant Information and Signatures
- Criteria for Significance
- Statement of Significance
- Period of Significance
- Property Description
- Statement of Integrity
- Historic Context
- Bibliography
- Photographs
- Boundary Map
- Application Fee



1. Property Information

Name of Property

Historic Name: Denver Union Stock Yards Livestock Exchange

Other or Current Name: Livestock Exchange Building

Location

Address: 4701 North Marion Street, Denver, CO 80216

Legal Description:

A PARCEL OF LAND LOCATED IN THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 3 SOUTH, RANGE 68 WEST OF THE 6TH P.M., CITY AND COUNTY OF DENVER, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONSIDERING THE WEST LINE OF THE SOUTHEAST QUARTER OF SECTION 14 TO BEAR NORTH 00°20'34" EAST, A DISTANCE OF 2,657.09 FEET BETWEEN A FOUND 3.25" ALUMINUM CAP STAMPED "COLO DEPT OF TRANSPORTATION T3S R68W ¼ S14 S23 1994 PLS 23521" AT THE SOUTH QUARTER CORNER OF SECTION 14 AND A FOUND 2" BRASS CAP STAMPED "T3S R68W C ¼ S14 1996 LS 17650" AT THE CENTER QUARTER CORNER OF SECTION 14 WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

COMMENCING AT SAID CENTER QUARTER CORNER OF SECTION 14; THENCE SOUTH 21°29'00" WEST A DISTANCE OF 3,081.92 FEET TO A POINT ON THE NORTHEASTERLY LINE OF A PARCEL DESCRIBED AS PARCEL B AT RECEPTION NO. 2019144447 AND THE POINT OF BEGINNING;

THENCE ALONG SAID NORTHEASTERLY LINE THE FOLLOWING FIVE (5) COURSES:

- 1) SOUTH 54°85'53" EAST, A DISTANCE OF 113.33 FEET;
- 2) THENCE SOUTH 34°52'22" WEST A DISTANCE OF 3.28 FEET;
- 3) THENCE SOUTH 55°07'38" EAST, A DISTANCE OF 57.82 FEET;
- 4) THENCE SOUTH 43°42'07" EAST, A DISTANCE OF 29.38 FEET;
- 5) THENCE SOUTH 34°36'12" EAST, A DISTANCE OF 25.65 FEET;

THENCE SOUTH 34°47'36" WEST, A DISTANCE OF 95.92 FEET TO A POINT ON THE NORTHWESTERLY LINE OF AN ACCESS EASEMENT RECORDED AT RECEPTION NO. 2020199189;

THENCE ALONG SAID NORTHWESTERLY LINE OF THE FOLLOWING TWO (2) COURSES:

1) 57.84 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 661.80 FEET, AN INCLUDED ANGLE OF 05°00'26" AND SUBTENDED BY A CHORD BEARING SOUTH 42°32'35" WEST, A DISTANCE OF 57.82 FEET;

2) THENCE SOUTH 40°02'21" WEST, A DISTANCE OF 9.84 FEET;

THENCE NORTH 55°07'19" WEST, A DISTANCE OF 166.40 FEET;

THENCE NORTH 34°47'56" EAST, A DISTANCE OF 67.11 FEET;

THENCE NORTH 55°18'54" WEST, A DISTANCE OF 50.24 FEET.

THENCE NORTH 34°47'23" EAST, A DISTANCE OF 113.48 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINING 36,211 SQUARE FEET OR 0.83 ACRES, MORE OR LESS.



Number of resources:

Contributing
3

Non-Contributing

Primary Structures
Accessory Structures
Features

Contributing and Noncontributing Features or Resources

Describe below how contributing and non-contributing features were determined.

Contributing resources are primary structures built from 1898 to 1919.

General Property Data

Date of construction: 1898, 1916, 1919

Architect (if known): Unknown

Builder (if known): 1898: unknown; 1916: Firm – Allison Stocker & John H. Fraser; 1919: unknown

Original Use: Livestock Exchange Building

Current Use: 1898: Empty/Not in Use; 1916: Partially in use as commercial office space rented to various tenants, some vacant offices; 1919—in use, including the Stockyard Saloon and Restaurant on the second story.

Source(s) of information for above:

Date of Construction: Denver Assessor data

Architect: n/a

Builder: Thomas J. Noel, Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show (Golden, Colo.: Fulcrum Publishing, 2005), 29

Original Use: Historic records and archival documents (see Section 6 of this application)

Current Use: National Western Center/National Western Stock Show/Site visit

Previous documentation

List previous historic survey and/or if property is listed or eligible for listing in the State or National Register of Historic Places.

Previous field documentation (date and surveyor):

5DV.9163, Historical Building Inventory Record. Documented as 4701 North Marion Street for the Interstate Highway I-70 East Environmental Impact Statement (EIS): Intensive Cultural Resource Survey, Denver and Adams Counties, CO, 2007 and 2014—I-70 Draft and Final EIS



(Colorado Department of Transportation), and surveyed in 2017 by Mead & Hunt, Inc. (Mead & Hunt) for the National Western Center Office.

National Register status and date (listed, eligible, study list):

The Livestock Exchange (5DV.9163) was recorded in 2007 (OAHF 1403) by Science Applications International Corporation (SAIC) as part of the I-70 East EIS. It was also included in the 2014 National Western Center Historic Preservation Study (Slater Paull Architects). Re-visitations forms (OAHF 1405) were completed in 2013 by Pinyon Environmental and 2017 by Mead & Hunt. All previous recordings found that the Livestock Exchange was eligible for the National Register of Historic Places (NRHP) under Criterion C, as a distinctive type of construction. The building was also found to be eligible under Criterion A for its association to the Denver Union Stock Yards (DUSY) and the National Western Stock Show (NWSS). Furthermore, it was found to be contributing to the proposed National Western Historic Districts 5DV.10050 (2007) and 5DV.16841 (2017). Neither of these proposed historic districts were formally nominated for listing in the NRHP, State Register of Historic Places, or for local designation.



2. Owner/Applicant Information

An application for designation may be submitted by:

- Owner(s) of the property or properties, or
- Member(s) of city council, or
- Manager of Community Planning and Development, or
- Three residents of Denver, if they are not owners of the property or properties

Owner Information

Name: LEB Alliance LLC

Address: 260 N. Josephine St., Suite 210, Denver, CO 80206

Phone: _____

Email: _____

Primary Applicant (if not owner)

Name: Steve Nalley (for LEB Alliance, LLC)

Address: 4701 Marion St. #401, Denver, CO 80216

Phone: 336-971-2364

Email: s.nalley@nationalwesterncenter.com

Prepared by

Name: Steve Nalley

Address: 4701 Marion St. #401 Denver, CO 80216

Phone: 336-971-2364

Email: s.nalley@nationalwesterncenter.com



Owner Applicant:

I / We, the undersigned, acting as owner(s) of the property described in this application for landmark designation do, hereby, give my consent to the designation of this structure as a structure for preservation.

I understand that this designation transfers with the title of the property should the property be sold, or if legal or beneficial title is otherwise transferred.

Owner(s): _____ Date: _____
(please print)

Owner(s) Signature: _____

For individual designations, if the owner does not support the designation, the applicants must conduct outreach to the owner. Describe below the efforts to contact the owner to discuss designation and other possible preservation alternatives. Please provide dates and details of any communications or meetings with the property owner, or the property owner's representatives.

3. Significance

Criteria for Significance

To qualify as a Landmark, a property must meet at least three significance criteria. Check the applicable criteria from the following list.

- A. It has a direct association with a significant historic event or with the historical development of the city, state, or nation;
- B. It has direct and substantial association with a recognized person or group of persons who had influence on society;
- C. It embodies the distinctive visible characteristics of an architectural style or type;
- D. It is a significant example of the work of a recognized architect or master builder;
- E. It contains elements of design, engineering, materials, craftsmanship, or artistic merit which represent a significant innovation or technical achievement;
- F. It represents an established and familiar feature of the neighborhood, community or contemporary city, due to its prominent location or physical characteristics;
- G. It promotes understanding and appreciation of the urban environment by means of distinctive physical characteristics or rarity;
- H. It represents an era of culture or heritage that allows an understanding of how the site was used by past generations;
- I. It is a physical attribute of a neighborhood, community, or the city that is a source of pride or cultural understanding;
- J. It is associated with social movements, institutions, or patterns of growth or change that contributed significantly to the culture of the neighborhood, community, city, state, or nation.

Statement of Significance

Provide a summary paragraph for each applicable criterion.

A. Direct association with a historic event or with the historical development of the city, state, or nation

The Livestock Exchange has a direct association with the historical development of the city and state. The property represents the historic growth and development of the Denver Union Stock Yards (DUSY) and the National Western Stock Show (NWSS) between 1898, the year the first extant exchange building was constructed, and extending to 1973 when DUSY sold the property. The property was built in response to centralization of the growing livestock sales and meatpacking industry in and around DUSY. The building served as the hub of the businessmen and ranchers who ran the livestock industry associated with the DUSY and NWSS as well as the railroads, meatpacking plants, and other related businesses that had offices at the

stockyards. They were instrumental to the growth and development that transformed the city into a center for livestock raising and meatpacking, which replaced mining and smelting as the state's largest economic driver.

Much of this was primarily run by white men from the upper-class or upper-middle-class sectors of society. The people who invested in the construction and typically frequented the Livestock Exchange were a well-connected group that collaborated with one another to create businesses focused on livestock raising, railroad lines, and meatpacking. They also supervised, managed, and benefitted from the hard labor of largely middle- and lower-class, skilled and semi-skilled laborers who kept the trains, stockyards, and meat packing plants running at the DUSY. The smelters, meatpacking plants, and other factories, largely removed from the rest of the city, required armies of laborers, many of whom immigrated from Russia and countries in Eastern and Western Europe. Many of those laborers lived in the Globeville, Elyria, and Swansea neighborhoods, and shaped its culture and development. Over the years, the prosperity and integrity of these neighborhoods was tied directly to the rise and eventual decline of the DUSY.¹

The stockyards continued to grow and became the center of activity for livestock sales and meat production until the 1960's when cattle sales and processing moved to larger feedlots outside of urban areas. The NWSS started as a way to promote the operations of the DUSY and the city of Denver to the rest of country. Since the NWSS inaugural year in 1906, the Livestock Exchange has played a role in its success. The Livestock Exchange is one of few remaining structures that reflect an earlier time in the life of the DUSY. The building represents the massive investment of livestock companies, railroads, and meatpacking companies that once dominated the stockyards. This complex of buildings collectively represents the various administrative, regulatory, financial, and promotional activities associated with Denver's livestock industry, which at the time was the state's largest industry.

B. Direct and substantial association with a recognized person or group of persons who had influence on society

The Livestock Exchange has direct and substantial association with a recognized person or group of persons who had influence on society. Throughout much of the Livestock Exchange's history it was home to the Denver Daily Record-Stockman, a newspaper dedicated to publishing the most current information on the livestock market in Denver and around the country. The paper was a primary source of information on the cattle industry for both the leaders of the meatpackers, railroads, and banks as well as the ranchers spread throughout the region.

Fred P. Johnson first established the paper in 1884 as the Colorado Livestock Record. He changed the title to the Denver Record-Stockman in 1889 and merged with the Denver Daily Stockman in 1900 to form the Denver Daily Record-Stockman. H.E. Green purchased the Record-Stockman in 1938. Willard Simms served as the editor until 1955, when he became manager of the NWSS. Green's son and grandson, Harry and Dan Green, succeeded Simms as editors of the paper until its last issue in 2008.² In addition to reporting the news around the yards, the Record-Stockman also advocated on various issues through editorial columns. These included a 1903 dispute over railroad rates that resulted in the standardization of rates and

¹ Elizabeth MacMillan, "Elyria, Denver's Forgotten Suburb: 1881-1941," 2004, 63.

² Noel, Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show, 2005, 43; Green, Phone interview with Mead & Hunt, Inc.; "Willard Simms Named Manager of National Western Stock Show," Greeley Daily Tribune, July 15, 1955.

transit times.³ The paper also served as the official publication of National Livestock Association and the State Board of Stock Inspections (SBSI). For the SBSI the paper reported on strays and unclaimed livestock, as well as “new, recorded and transferred brands” and official information on the stock yard markets. The Record-Stockman was also an official Farm Labor Agency for the U.S. Department of Labor during World War I, helping farmers and workers find employment to keep production up during the war.⁴ Through their work, the editors and owners of the Stockman were important and influential members of Denver’s cattle industry.

C. Embodies the distinctive visible characteristics of an architectural style or type

The Livestock Exchange embodies the distinctive visible characteristics of an architectural style or type. The three buildings that comprise the Livestock Exchange property represent the efforts of the business leaders at the DUSY to construct practical yet elegant structures to conduct the daily business of the stockyards. The structures share rectangular plans, uniform fenestration, brick masonry exteriors, flat roofs covered in built-up asphalt, and concrete foundations. The 1898 and 1919 structures were designed in the Early Twentieth Century Commercial style, while the 1916 structure, the most prominent of the three, was designed in the Classical Revival style. The grouping of three interconnected buildings illustrates the perpetual need for more space at the stockyards for the growing numbers of businesses that required offices at the yards.

The 1898 building’s Early Twentieth Century Commercial type is evident in its flat roof, four-stories, monochromatic tan masonry, and simplified ornamentation in the belt courses and parapet. Similarly, the 1919 structure displays the characteristics of the Early Twentieth Century Commercial type in the simple rectangular form, flat roof, and simple decorative brick work at the cornice.

The 1916 structure is a high-style Classical Revival. The structure features characteristics of the Classical Revival style in the masonry construction, three-story monumental fluted ionic columns, embossed pediment, classical entablature, and the dominate center portico.

G. It promotes understanding and appreciation of the urban environment by means of distinctive physical characteristics or rarity;

The Livestock Exchange promotes an understanding and appreciation of the urban environment by means of distinctive physical characteristics and rarity. The property is a unique and distinctive expression of the livestock industry and can educate people about the former prominence and grandeur of the DUSY. In addition, it stands as a reminder of the importance of agribusiness, and the annual NWSS, to the economy of Denver and Colorado. The building was an integral part of the activity in the pen and carload shows in the stockyards during the annual NWSS and is a major landmark in this part of the former DUSY. Like the annual NWSS, the Livestock Exchange contributes to Denver’s character because it represents a period of Denver’s history when anyone associated with the buying or selling of livestock had to be present at the property to conduct business. Distinctive physical characteristics associated with the property include the massive Classical entry columns and pediment of the 1916 building, the

³ John C. Pine, “The Denver Record Stockman, Defender of Colorado Cattlemen,” Colorado Magazine 31, no. 2 (April 1954): 147.

⁴ Pine, “The Denver Record Stockman, Defender of Colorado Cattlemen,” 136–38.

practical and modest original 1898 exchange building, and the 1919 building that was built specifically for railroad offices and faced the major railroad lines outside of the building. The Livestock Exchange is also a rarity considering much of the historic fabric of the larger area has been lost. The structure is a much more dramatic and grandiose example of the buildings that dominated the area compared to the Armour Admin Building (see last paragraph of the application). The structure is a rare resource given that the great expanse of the stockyards and the meatpacking buildings that dominated this area during the prime of the livestock industry are now gone.

Period of Significance

Period of Significance: 1898-1973

Provide justification for the period of significance.

The period of significance begins in 1898 with the construction of the first building, encompasses the construction of the other two buildings, and extends to 1973 when the DUSY sold the building. This reflects the construction and use of the Livestock Exchange which was built in response to centralization of the growing livestock sales and meatpacking industry in and around the DUSY. The stockyards grew and became the center of activity for livestock sales and meat production until the 1960's when cattle sales and processing moved to larger feedlots outside of urban areas.

4. Property Description

Describe the current physical appearance of the property, providing a statement for each of the following:

- a. **Summary Paragraph** - Briefly describe the general characteristics of the property, such as its location, type, style, materials, setting, size, and significant features.

The Livestock Exchange, located at 4701 North Marion Street, consists of three structures, built at different dates, that have been connected to form a single property. Each structure features rectangular plans, brick masonry exteriors, flat roofs covered in built-up asphalt, and concrete foundations. The southeastern structure built in 1916 is a four-story structure measuring approximately 150 feet long by 60 feet wide, with Classical Revival features including large columns, a portico, embossed pediment, and classical entablature. The main entry on the southeast elevation is accessed via three one-story, barrel vault entrances, and there is one secondary entrance on the northeast elevation. The central structure built in 1898 is a four-story structure measuring approximately 155 feet long by 45 feet wide, a practical example of the Early Twentieth Century Commercial style with decorative brickwork and parapet. It has two secondary entrances, one on each of the northeast and southwest elevations. The northwestern structure built in 1919 is a two-story structure measuring approximately 90 feet long by 40 feet wide, and is also an example of the Early Twentieth Century Commercial style with a simple decorative parapet and entablature.

The Livestock Exchange is accessed from National Western Drive, in the National Western Complex approximately 2 miles northeast of downtown Denver. West of the property, a

Colorado State University (CSU) Spur Terra building is under construction. To the west of the CSU building and across National Western Drive sits the former McConnell Welders Building at 4747 National Western Drive, which is currently under rehabilitation and incorporation into the CSU SPUR Hydro property. Adjacent to this structure is a private artist's studio, which is in a converted warehouse at 4701 National Western Drive. Both structures were once associated with the former Swift and Co. meat packing plant. East of the property, North Marion Street passes under one railroad track operated by the Regional Transportation District (RTD), three tracks operated by the Burlington Northern and Santa Fe Railroad (BNSF) and three tracks operated Denver Rock Island Railroad (DRIR). The Livestock Exchange faces southeast and is surrounded by asphalt- and concrete-paved parking areas. North of the property is the future Bettie Cram Drive and development pads associated with the development of the National Western Center, formerly animal pens and structures associated with the stockyards. To the north is the Armour Administration Building (5001 National Western Drive), which is an individual Denver Landmark. Upcoming construction around the Livestock Exchange Building, including new buildings for CSU and a new roadway to the north (Bettie Cram Drive) will alter the landscape and in turn affect this given description after 2022.

- b. Architectural Description** – Describe the architectural features of the structure(s) (i.e. building) in a logical sequence, from the ground up or façade by façade. Identify the key visual aspects or character-defining features of the structure.

1898 Structure

The central 1898 structure is a four-story commercial structure, with the first story partially below grade. It is connected to the 1916 structure via a catwalk off the southeast elevation where the main entrance previously existed on the second story. The exterior of this structure is monochromatic tan brick masonry with a stone belt course between the first and second stories, and two concrete belt courses below the windows of the third and fourth stories. Many of the windows have been boarded up, but the remaining windows on the upper stories are one-over-one wood sash with carved sandstone sills. The first story has fixed single-pane windows or glass block windows that occupy the upper portion of the window opening with brick sills. Windows on the first and fourth stories have segmented brick arches. The exterior of the parapet has square brick nebule molding along the perimeter with protruding brick corners that formerly supported finials.

The front (southeast) elevation, formerly the front facade, has nine bays on either side of the central projection paired together with wider brick sections separating the pairs. The side (northeast) elevation has six bays of paired windows and a horizontal fixed window with a non-original brick sill at the east end of the second story. On the first story is an off-center doorway partially below ground level accessed by concrete stairs and covered with a wooden canopy. The opposite side (northwest) elevation has six bays of paired windows. The west end of the second story has a three-quarter-size glass-block window with a non-original brick sill and a door accessed by metal stairs covered with a wood canopy. There is a metal canopy over the windows of the west end of the third story. A metal fire escape is attached to the two central bays on the third and fourth stories. The east end of the second story has a half-sized fixed window in the fifth bay and no window in the sixth bay. The rear (northwest) elevation has a total of 24 bays and is divided by a central projection. There is a metal canopy over the windows at the southern end of the third story. Adjacent to the projection, to the south on the second story,

is a covered wood porch, accessed by an L-shaped wood stairway, with a door on the south side of the projection. The 1898 structure is connected to the second story of the 1919 structure via two enclosed, elevated walkways. The original connection between the two structures extends from the rear projection of the 1898 structure and has a brick exterior with two windows on either side. The second is a modern addition to the 1898 structure that begins at ground level before crossing between the structures at the second story, which has a concrete exterior, a metal door at ground level, and two windows on either side.

1916 Structure

The front (southeast) facade of the 1916 structure has a symmetrical design with 15 central bays and two bay projections to the north and south. It is dominated in the center by a portico, three-story monumental fluted ionic columns, and a tiered pediment. The first story forms a rusticated base consisting of dark polychromatic running bond brick with three-brick projecting courses separated by single recessed courses. The windows on the first story are one-over-one wood sash with transoms, carved sandstone sills, and concrete flat arches. The window arches each have a corbelled projecting keystone and projecting end voussoirs extending above the arch line. The upper stories feature terra cotta running bond brick and one-over-one, wood sash windows with concrete sills. The main massing of the structure has an entablature on three sides consisting of an architrave with three fasciae, a grey brick frieze, and dentils below a molded cornice. Above the entablature is a terra cotta brick parapet with a concrete cap along the perimeter of the structure. The north and south projection have three-story, engaged corner pilasters of grey brick on the upper stories.

Within the central section, the portico consists of three, barrel vault entrances projecting from the center of the main massing on a poured-concrete floor, fronted by two metal lamp posts, each with four globe lights. The vaults are capped with truncated brick arches with scrolled ancone keystones. Within each vault is a set of double wood doors with single-pane half-lights. Above the doors is a large arched transom divided by wood muntins into 87 lights in a parallel diamond pattern or roman lattice pattern (see Figure 1). A single globe light is suspended in the center of each vault. The portico is capped with a concrete beltcourse that continues across the facade and sides of the structure. Resting on the belt course are four, three-story, ionic columns with classical decorative bases, fluted shafts, and scrolled capitols with a central egg and dart motif. The entablature above the columns matches the rest of the structure, except for a flat frieze with the date "1916" embossed in the center and two cast fleurons on the north and south ends. In place of a classical pediment above the portico is a decorative multicurved parapet bearing the words 'Denver Union Stock Yard Company', urns at the ends, and a central cartouche with garlands (see figure 2).



Figure 1. Front (southeast) entrances of the 1916 structure with large arched transom.⁵



Figure 2. DUSY sign and 1916 date.⁶

⁵ National Western Center Authority photograph, November 2021.

⁶ National Western Center Authority photograph, January 2020.

The side (north) elevation has a symmetrical, five-bay design with the same patterns of brick masonry and window design as the main facade. The first floor has a central door with a single-pane half-light accessed by a concrete ramp and stairs. Above the door is a small, four-light, transom window. The upper stories are faced with four grey brick pilasters, two on the corners and two flanking the central bay. The shade of the brick coloring varies throughout the upper stories of this facade. The opposite side (south) elevation also has a symmetrical five-bay design with four pilasters on the upper stories. The first story has full-size windows in the first and fifth bays, smaller windows in the second and fourth bays, and no window or door in the central bay. The central window on the second story has been bricked in and the brick coloring is lighter on the second story of this elevation compared to the third and fourth stories.

The rear elevation is symmetrical and divided by a central projection five bays wide by one bay deep that connects to the central 1898 structure. The central projection is flanked by modern enclosed fire stairs and includes an off-center elevator tower that rises one story above the main structure, topped with a modern metal cupola. Just north of the central projection, another enclosed staircase extends west and angles north to the ground level between the two structures. North of this stair is an original chimney that extends above the roofline. The first story of the rear elevation has flat, light brown, running bond brick masonry. The first story windows have concrete sills and transoms, but no arches. The upper stories have brick masonry and windows matching the main facade and side elevations, although many of the windows adjacent to the central projection have been bricked in. The north and south corners have engaged brick pilasters and the entablature wraps over the pilasters.

1919 Structure

The 1919 structure is a two-story, terra cotta brick, Early Twentieth Century Commercial structure. It is connected to the 1898 structure to the east and has no main entrance from the exterior. All windows on the first story have been covered with advertising signs for the Stockyard Saloon and Restaurant. The windows on the second story are one-over-one wood sash with concrete sills. The parapet has a single raised course of brick below five recessed courses and two raised courses, creating a simple entablature around the perimeter of the structure. A concrete sidewalk with metal hand rails terminating in a ramp and stairway runs between this structure and the 1898 structure.

The front (northwest) elevation faces CSU SPUR Terra and has a total of 14 bays with 12 grouped in triplets to the north and south, and a central pair. The side (northeast) elevation has six bays of paired windows and a recessed metal door at the east end of the first story, accessed by wood stairs and a landing. The opposite side (southwest) elevation has six bays of paired windows. The rear (southeast) elevation is connected to the 1898 structure and also has a total of 14 bays, 12 grouped in triplets to the north and south, and a central pair. The first floor of this elevation has a central metal door accessed by the concrete sidewalk.

Interiors

The interior of the 1916 structure retains a high degree of integrity with the majority of its early-twentieth-century features including the floors, ceilings, staircases, and window and door trim remaining intact and in remarkably good condition. The design of the interior features wood, marble, granite, and terrazzo finishes that indicate the structure was designed as a grand office space, but also intended to be a streamlined and practical design, suitable to a busy business

environment to accommodate large numbers of people to work in and pass through the building. The entry hall is defined by four large columns and a central staircase. The floor is made of large, rectangular, grey terrazzo fields separated by narrower, rose-colored terrazzo segments. The columns each have granite pedestals and mosaic tiles on the bottom third of the shaft, with plaster covering the upper two thirds and molded capitals. The walls of the hall have brown tile wainscoting, plaster walls, and engaged pilasters.

The central staircase is flanked to the north and south by two wooden sales booths with rounded corners, terrazzo bases, and marble countertops. The staircase itself has terrazzo treads and black lacquered wood risers. The balustrades are fronted by large scrolled newels with molded newel posts supporting wood globes. The balusters are separated by an open cartouche surrounding a central diamond pattern. The hand rails are natural-finished wood. The central staircase rises to a landing before splitting and turning back to the second story, repeating the same form and style between each story (see figures 3-5)

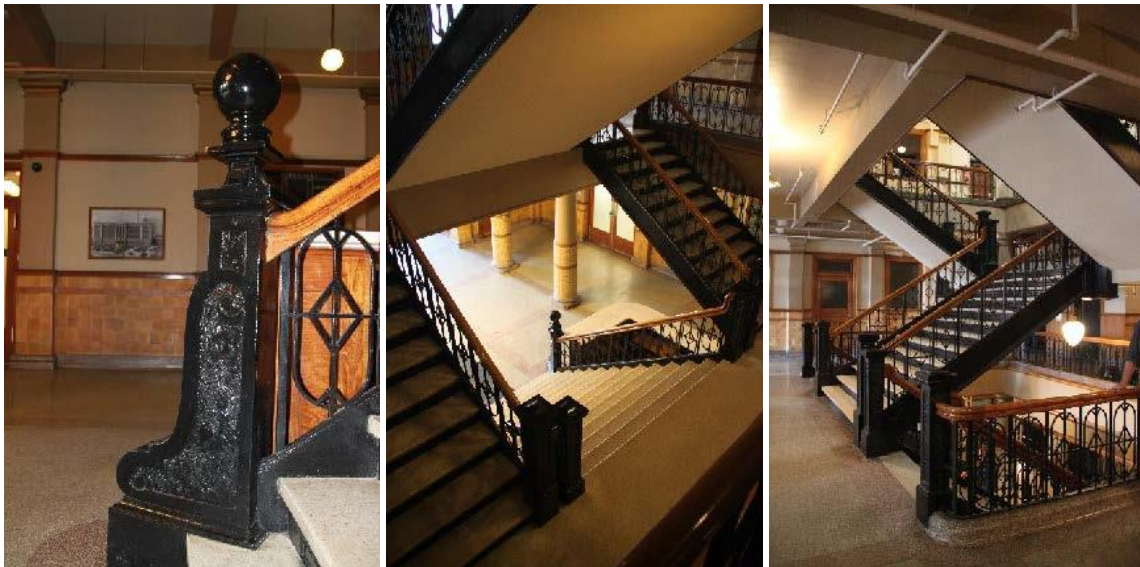


Figure 3, 4, and 5. Newel post (left) in the 1916 structure. View from second story looking down to the first floor (center). Center stair from the second story to the third (left).⁷

The doors and windows throughout the structure have a simple wood trim with a natural finish. The main offices to the north and south of the entry hall are decorated with four large plaster columns, marble wainscoting, and a vaulted ceiling with dentils, egg-and-dart, and large plaster medallions inside each coffer. Some of the offices on the upper stories have stained-glass panels at the top of the walls. The bathrooms have marble features including bathroom stalls, doors, and urinals as well as hexagonal tile floors. The historic livestock price chalkboard is mounted on the wall in the second-story hall.

The few alterations within the structure include modern elevators, drop ceilings, modern drywall, carpet, and other finishes within some of the offices. The fourth story has been significantly

⁷ National Western Center Authority photographs, June 2019.

altered to accommodate the offices on that level, which included closing off the stairwell.

The 1898 structure suffered from a fire in 2003 and was subsequently condemned by the City and County of Denver.⁸ Although the vast majority of the interior features have been removed, the structure still retains its original wood flooring, interior wall framing, and steel structural members. The original plaster is crumbling away from the brick walls in areas but remains largely intact. A safe, manufactured by the Diebold Safe and Lock Company of Canton, Ohio, is in the location of the original Stock Yards Bank. In addition, the previous owner conducted asbestos remediation on the interior of this structure.

The second story of the 1919 structure was remodeled into a bar and restaurant during the 1980s. Original interior features include wood floors, wood-panel wainscoting, wood window trim, and a walk-in safe behind the bar. The front and back bar inside the Stockyards Saloon may have been relocated from the Windsor Hotel, one of early Denver's finest hotels, which stood at the corner of 18th Street and Larimer Street between 1880 and 1960.⁹ The first story is used as additional bar space during the NWSS and can be accessed from the interior stairs or the door on the southeast elevation.

Landscaping

The landscaping surrounding the Livestock Exchange is very sparse. It is surrounded by parking lots to the west, and south, and future development sites to the north. The east facade has small grass lawns and scattered shrubs to the north and south of the entry walkway. There is a single ponderosa pine tree at the northeast corner of the lot. Two trees grow along the southwest elevations, as well as a stand of mature ponderosa pines at the southern end of the 1898 structure. There are a few small shrubs along the southwest elevation of the 1919 structure.

c. Major Alterations - Describe changes or alterations to the exterior of the structure and dates of major alterations, if known.

The massing, form, and primary features of the Livestock Exchange have not been significantly altered. The exterior alterations that have occurred, such as the modern elevator tower and fire stairs, are reversible. The 1898 structure in particular is in need of extensive restoration work after a significant amount of destruction from fire.

Major alterations to the Livestock Exchange include the following:

- Boarded windows and stripped interior of the 1898 structure due to a 2003 fire;
- Wood porch on the rear or northwest elevation of the 1898 structure connected to the side elevation of the 1919 building;
- Modern elevator tower and fire escape on rear or northwest elevation of the 1916 structure;
- Enclosed concrete elevated walkway between 1898 and 1919 structures;
- Open concrete sidewalk with metal hand rails between 1898 and 1919 structures
- Mechanical and electrical equipment between the 1916 and 1898 structures

⁸ "Man Rescued From Fire at National Western," Rocky Mountain News, May 26, 2003, 8A

⁹ Dan Green, Phone interview with Mead & Hunt, Inc., November 28, 2018.

5. Integrity

Describe the structure's integrity, using the seven qualities that define integrity: location, setting, design, materials, workmanship, feeling and association.

Overall, the property maintains good integrity, as all three structures retain their character defining features. The property is in its historic location, and retains integrity of location.

While there have been a few changes or alterations between the 1898 and 1919 structures with the addition of a modern elevator tower and fire escapes, elevated walkways, porch, and boarded windows, they are primarily located between the two structures and most are not readily visible. The integrity of design, workmanship, and material are evident on all three structures.

Located near the Armour Property, the setting and feeling of the Livestock Exchange impart the property's history as the business center of the DUSY. The Livestock Exchange also retains strong associations with the history of the NWSS and the DUSY due to the commission firms and other businesses that maintained offices and conducted daily transactions in the building over the years. The loss of the massive, multi-storied, meat packing plant facilities surrounding the Livestock Exchange has changed the integrity of setting and feeling. However, despite these changes, the Livestock Exchange is able to convey significance as the central business hub of the stockyards.

6. Historic Context

Describe the history of the structure, including events, activities and associations that relate the structure to its historic, architectural, geographic, or cultural significance. Examine how patterns, themes, or trends in history affected the property and how it relates to the surrounding community, neighborhood, city, and/or nation.

Summary

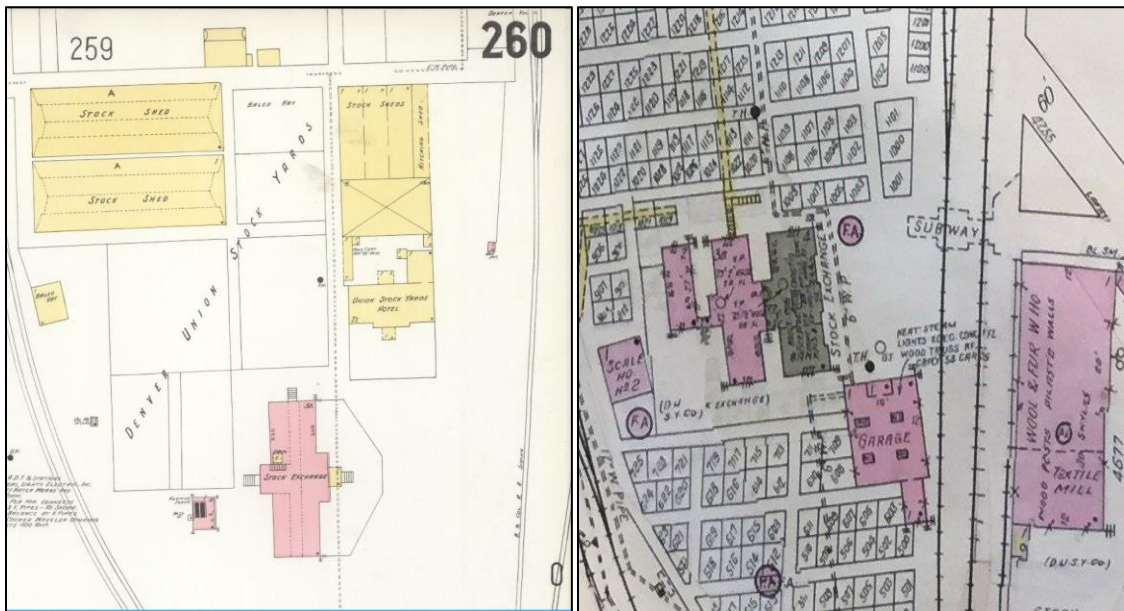
The Livestock Exchange is associated with the business operations of the DUSY, which became a major market after 1906 with the investment of meatpackers who controlled the Chicago Union Stock Yards. The exchange was the center of activity for livestock sales and commissions; inspection of livestock and keeping brand records; financing and banking for ranchers, farmers, and other members of the exchange; and as a central location for communicating livestock news and prices and catering to people at the stockyards with restaurants, saloons, and other social institutions. The Livestock Exchange is also closely associated with the history of the NWSS, an annual event held each January since 1906 by the Western Stock Show Association (WSSA).

The Livestock Exchange consists of three interconnected structures that were erected over time in response to spatial needs by brokers, commissioners, railroad companies, inspectors, bankers, ranchers, farmers, and journalists that together made the DUSY a thriving center of business activity related to the livestock industry.

The history of the DUSY is reflected in the buildings and structures that are distinctive landmarks within the stockyards. The three structures that were used historically as the Livestock Exchange are important to understanding the business transactions that have taken place at the yards since the late 1880s, and still take place at the National Western Stock Show each year.

Building Chronology

The first Livestock Exchange was a two-story, timber-frame building built in 1886 that sat just to the northeast of the current building. This building became the Stock Yards Hotel after the construction of the 1898 exchange building. The 1898 structure was built by the Kansas City Union Stock Yards following its investment in the DUSY. There are few surviving records of the 1886 or 1898 structures' tenants, but the majority were commission firms as well as the Stock Yards Bank. By 1916, plans were made to expand the property with a larger structure that could be built in front of the 1898 structure as a grand entrance to the Livestock Exchange. The 1916 structure was built by the contracting firm Allison Stocker & John H. Fraser for approximately one million dollars as part of a series of improvements to the yards initiated by the Armour and Swift packing companies after they gained control of the DUSY.¹⁰ In 1919 the footprint changed again with another free-standing addition meant to primarily house the offices of the railroad companies (see Figures 6 and 7). Following the 1916 and 1919 additions it is difficult to determine which structure housed specific tenants as all three structures were considered one property and office numbers appear to correspond with stories, not the separate structures. However, between the 1910s and 1960s the property housed livestock commission firms, banks, government offices, clubs and restaurants, and a newspaper.



Figures 6 and 7. 1903 Sanborn map (left) showing location of 1898 Livestock Exchange and 1886 Livestock Exchange (labeled Union Stock Yards Hotel). 1929 Sanborn map (right) updated to 1961 showing 1916 and 1919 additions to the Livestock Exchange, garage, and expansion of livestock pens surrounding the property.¹¹

¹⁰ Thomas J. Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show* (Golden, Colo.: Fulcrum Publishing, 2005), 29.

¹¹ "Denver, Colorado, 1903-1904, Vol 2," 1:600 (New York: Sanborn Map Company, 1904), Sheet 260, Library of Congress Geography and Map Division, <http://hdl.loc.gov/loc.gmd/g4314dm.g00985190301>; Sanborn Map

The DUSY retained ownership of the building until 1973. By this time the property had been neglected for decades and a series of owners followed who did not invest in repairs. Virgil Christensen, a rancher and banker from Nebraska and Wyoming, purchased the building for \$500,000 in 1973.¹² Christensen was followed by Wesley Fox c. 1975, who was said to not a popular landlord among the tenants. At least one tenant, the *Record-Stockman* newspaper, left the property and set up offices in Le Mouton, the former sheep barn that had been converted to storage and office space, and then moved into the old Drover's Bank building at 47th Avenue and Lafayette Street for a number of years. Foster Orr purchased the property from Fox c.1980 and began renovations. The Orr family had a background in ranching dating to the 1880s, and Foster Orr ran a construction company in Denver.¹³ Orr's wife, Leona, headed up the improvements, including re-gilding the embossed letters on the front of the building. She also constructed a modern steakhouse in the 1898 building, closed that restaurant and reopened it as a saloon in the 1919 structure, in the 1980s. Following Foster Orr's death his son, Jim, took ownership. Jim Orr did not continue his parents' projects and did not keep the property up as well as they had. Although he was often flexible with rent, most tenants were ultimately responsible for maintenance of their own offices.¹⁴ The property went into a brief period of receivership in the early 2000s before it was taken on by Fred Orr (unrelated to Foster Orr). The building was purchased by Stock Show Drive LLC in 2006. The City and County of Denver purchased the building in 2018 as part of plans to redevelop the old stockyards into the new National Western Center. The city sold the property to LEB Alliance LLC in November 2020.

Early Stock Raising Methods Nationally

During the first half of the nineteenth century, the meat packing center of the country was the east coast. Early stock yards collected and rested cattle driven in from farms and ranches before shipping the livestock east via railways. Stock yards were built at railroad access points, and the railroad companies invested heavily in their development. This relationship between the stock yards and railroad companies would continue well into the twentieth century, until the entire model began to collapse in the 1950s. However, before the railroads built into the western territory that became part of the U.S., cattle drives were the prominent means of transporting livestock from ranches to the yards. The highly romanticized, although brief, heyday of cattle drives lasted between 1867 and 1884. Most well-known were the storied cattle drives by cowboys from Texas who accompanied cattle to railheads in Kansas to be shipped to larger markets in Chicago, Cincinnati, or St. Louis. The truth of the cattle drives is that they were often arduous endeavors, equally as hard on the cattle as the cowboys, that produced inconsistent numbers and quality of cattle.¹⁵

By the time Kansas City outlawed cattle drives in 1884 due to the cowboys' raucous behavior, a new business model had developed in which the railroads solidified their control of livestock transportation by establishing stockyards and meatpacking facilities in the same location, which

Company, "Denver, Colorado, 1929-1930, Updated to 1961, Vol. 3" (Sanborn Map & Publishing Company, Limited, 1961), Sheet 363.

¹² "Livestock Exchange Bldg. Sold for \$500,000," Rocky Mountain News, January 14, 1973, 14.

¹³ Denver City Directory, 1971 (Denver, Colo.: R.L. Polk & Co., 1971).

¹⁴ Green, Phone interview with Mead & Hunt, Inc.; Patricia Calhoun, "History Keeps Pouring Out of the Stockyards Saloon," Westword, December 6, 2018.

¹⁵ Bob Hough, "A History of Cattle Marketing," Western Livestock Journal, no. Commercial Cattle Issue (August 17, 2015): 12-13.

led to the development of vast central markets.¹⁶ This was particularly true before 1950, when stockyards required rail transportation, slaughter houses, and a reliable stream of animals to prosper. Railroad companies typically had financial interests in meatpacking facilities and clustered these industries together for efficient transportation. This consolidation fundamentally altered the meat-producing industry from a network of small-scale ranchers and butchers to the centralized, and highly efficient, industrial-scale production that is seen today. This new scale of production resulted in a profound shift in American's eating habits from locally produced foods to mass-produced products that could be shipped across the country.

Stockyard companies were created by those who benefitted the most from terminal markets: local businessmen, railroads, and meatpackers. New stockyard companies were established in several locations, including Chicago (1865), Kansas City (1871), St. Louis (1872), Denver (1881), Omaha (1884), and Fort Worth (1887). Most of the new companies followed the Chicago model of calling themselves "Union" stockyards, referring to the union of existing small stock pens into one large yard near the railroad. Each of these companies required a central building in which to conduct business, which initiated the need for livestock exchange buildings next to the union stockyards.¹⁷

Railroads and Industry near the Stockyards

The Livestock Exchange, as part of the DUSY, is directly associated with the history of railroad development in Denver. The DUSY became established in its location because of the railroads and smelters that preceded the stockyards. Initially bypassed by the transcontinental railroad lines, Denver businessmen created their own railroads. The first was the Denver Pacific Railroad, a line that connected Denver to Cheyenne and the Union Pacific Railroad in 1870. The tracks were located south and east of what became the DUSY. When the Kansas Pacific Railway came to Denver in 1870, its line connected from the east to the Denver Pacific tracks at Jersey Junction at 40th Avenue and Williams Street, about one-half mile southeast of the future stockyards site. Similarly, the Colorado Central Railroad built east from Golden in 1870 to Jersey Junction, building a spur southwest of the stockyards that later became useful for railroads transporting cattle and other stock into the yards. This line became the Colorado & Southern in 1898.¹⁸

The lure of hard rock mining in the mountains to the west stoked a population boom in Denver. Enterprising businessmen realized the need for large-scale metal processing centers in Denver, and several smelters operated near the railroad yards in the 1880s. By 1890 smelting was Denver's largest industry. However, the industry faltered in 1893 with the repeal of the Sherman Silver Purchase Act, ending the federal government's purchase of massive quantities of silver bullion to uphold the value of the national currency. The repeal caused the devaluation of silver and other precious minerals and hit Denver's economy hard.¹⁹

Capitalizing on the existing railroad infrastructure, stock raising and meatpacking at the DUSY

¹⁶ J'Nell Pate, *America's Historic Stockyards: Livestock Hotels* (Fort Worth, Texas: TCU Press, n.d.), xi; Bob, "A History of Cattle Marketing," 12–13.

¹⁷ Pate, *America's Historic Stockyards: Livestock Hotels*, 22.

¹⁸ Clayton B. Fraser and Jennifer H. Strand, *Railroads in Colorado 1858-1948 Multiple Documentation Form* (Denver, Colo.: Office of Archeology and Preservation, 1997), Section E, 17.

¹⁹ Abbott, Carl, Stephen J. Leonard, Thomas J. Noel, *Colorado: A History of the Centennial State, Fourth* (Niwot, Co.: University Press of Colorado, n.d.), 199, 130.

helped soften the economic blow and soon replaced mining as the state's primary industry. With a central stockyard in Denver, ranchers could load their stock onto trains at rural sale barns and have them shipped to the stock yards for sale.²⁰ Producers in mountain valleys such as South Park, Middle Park, and North Park could transport their stock into Denver for sale without personally traversing the treacherous mountain passes. Furthermore, the railroad companies now profited from all transportation of livestock from ranch to packing house. This relationship continued well into the twentieth century, even as automobile transportation steadily removed the livestock industry's dependence on the railroads.

Early Yards in Denver

The availability of land made Colorado an ideal place for stock raising, and railroad expansion further transformed Denver into a major hub for the livestock industry. In 1870 L.S. Smith established the first meatpacking plant in Denver east of the South Platte River near the railroad; the firm was known as Smith Brothers.²¹ In 1881 a group of Denver businessmen and livestock growers, including John Clough, organized the DUSY, to manage several scattered stockyards in Denver. These yards included the Elephant Corral on Wazee Street and another yard on Wynkoop Street at the present-day site of Union Station. Downtown residents complained about the smells of manure, and as a result the businessmen consolidated at a new site northeast of downtown near the smelters and railyards. The site was a triangular section of land west of Elyria, bordered on the west by the South Platte River, the south by 46th Avenue, the north by Riverside Cemetery, and the east by the Chicago, Burlington and Quincy Railroad tracks. An east-west Union Pacific railroad siding (north of 46th Avenue) provided additional connectivity, and a spur was constructed that extended north into the stockyards in the 1880s.²²

In 1885 the Kansas City Stock Yards bought the DUSY. The first major structure built in the yards was the original Livestock Exchange, a two-story frame structure with gables and dormers, built in 1886 (see Figures 8 and 9). The investors built a three-story brick building at the stockyards in 1898 (part of this nomination) and livestock pens that expanded to roughly 105 acres by 1900. The original exchange building became the Stock Yards Hotel. The hotel/former exchange was torn down between 1904 and 1928.²³

Through the 1880s, most of the locally raised livestock at the stockyards was sent to other markets for slaughter, something Denver leaders wanted to change. Several locally owned and operated meatpacking companies opened at the stockyards to join the Smith stockyard on the east side of the South Platte River, including Walters and Aicher, and Hoffer Brothers. Two prominent packing houses during this time were the Colorado Packing and Provision Company (CPPC) established by Henry Gebhard in 1890, and the Western Packing Company (WPC), founded by Charles Boettcher and David C. Dodge in 1904.²⁴

²⁰ Bob, "A History of Cattle Marketing," 16.

²¹ "Must Pack Our Meat," *The Denver Times*, November 3, 1898.

²² "Denver, Colorado, 1890" (New York: Sanborn Map & Publishing Company, Limited, 1890).

²³ Sanborn Map Company, "Denver, Colorado, 1903-1904, Updated to 1925" (Denver, Colorado: Sanborn Map & Publishing Company, Limited, 1925), Sheet 260; Sanborn Map Company, "Denver, Colorado, 1929-1930, Updated to 1961, Vol. 3," Sheet 363.

²⁴ Thomas J. Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show* (Golden, Co.: Fulcrum Publishing, 2005), 29–30.

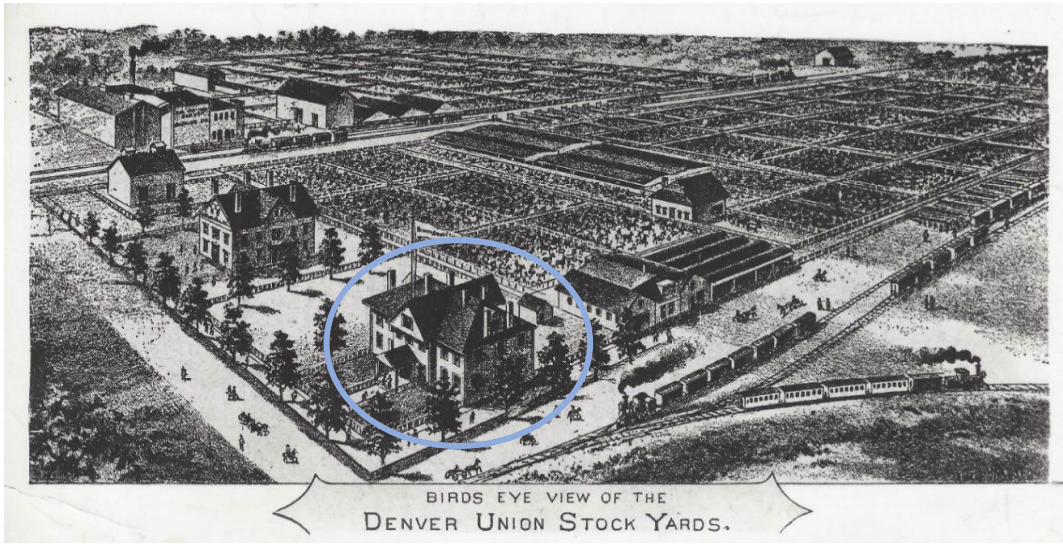


Figure 8. 1886 illustration of the DUSY. The first exchange building is circled.²⁵

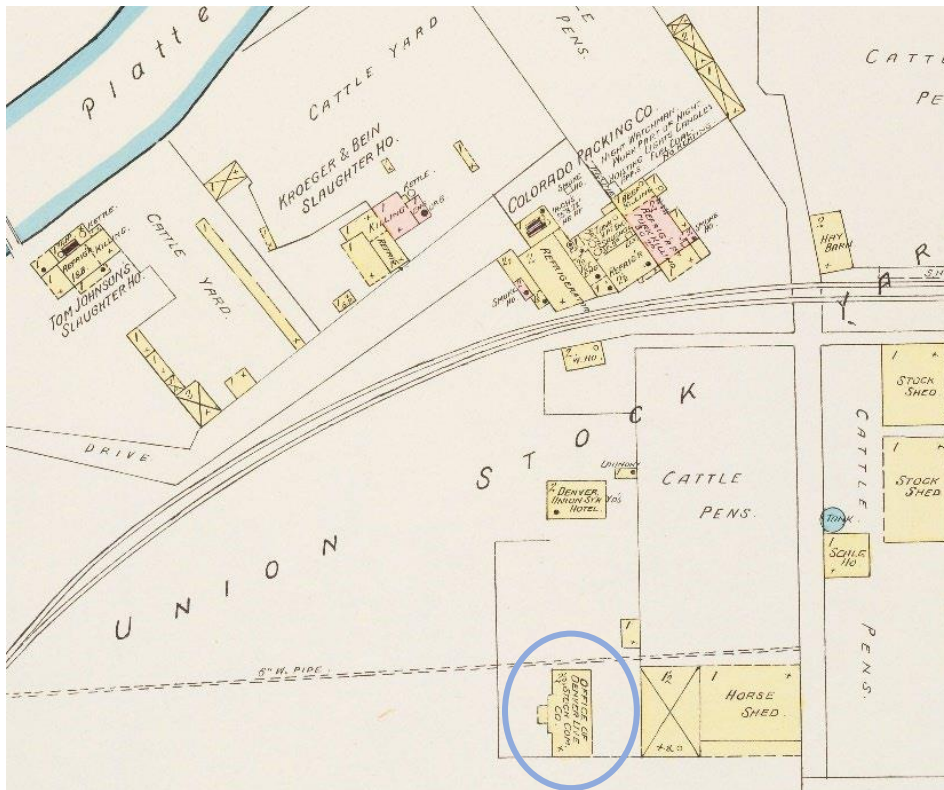


Figure 9. 1890 Sanborn map depicting the location of the Colorado Packing Company north of the railroad, and the 1886 "Office of the Denver Live Stock Com. Co.," bottom center, circled.²⁶

²⁵ "DUSY.1886 C," n.d., National Western Stock Show.

²⁶ Sanborn Map Company, "Denver, Colorado, 1890" (Denver, Colo.: Sanborn Map and Publishing

Chicago Union Stock Yards Growth and Investment in Denver

As Denver started to establish its meatpacking industry, meatpackers in the Midwest were prospering and operating with little competition. As American industries flourished after 1850, they were steadily consolidated into a system of trusts controlled by a handful of companies, such as Carnegie Steel and Standard Oil, in their respective industries. Around the stockyards, the largest meatpackers chose to work together instead of competing and risking their large capital investments, and as companies consolidated and grew, four (later five) firms dominated the industry. The two largest, Swift & Company, founded in 1855, and Armour & Company, founded in 1867, became the major firms at the Chicago Union Stock Yards. Armour & Company built a reputation as an aggressive young company as it led the industry in vertical integration.²⁷ Meatpackers bought interest in stockyards, often with controlling shares. Firms like Swift and Armour would often own ranches, the cattle that fed upon it, the railroad cars that transported animals to the stockyards, the stockyards, the packing plant, and, eventually, refrigerated cars carrying processed meat to market, or some combination of these links in the chain.²⁸

In 1906 the Union Stock Yards in Chicago purchased controlling interests in the DUSY. The Chicago group consisted of the meatpackers Armour, Nelson, Morris, and Swift, which together were known as the National Packing Company. The new investors, led by president Edward Tilden, announced major changes to the DUSY, including adding a new stockmen's hotel, enlarging the stockmen's bank at the Exchange Building, and increasing the number of wooden pens to stretch between the network of railroad lines. Further improvements included paving the yards in brick to lessen the problem with mud and building numerous catwalks above the yards to facilitate the inspection of livestock in the pens and transportation of animals between the rail line, yards, and meatpackers.

Also in 1906, the new investors announced that improvements and enlargements would be made to the packing plants at the stockyards. One million dollars was spent to double the capacity of the CPPC and WPC plants, which created an additional 1,000 jobs. The new Chicago investors intended to bring Denver up to the level of other major terminal markets in Omaha, Kansas City, St. Joseph, and Sioux City, as well as create the nation's largest sheep market in Denver. The National Packing Company transferred its hog division to Denver as well, which made it the primary hog processing and distributing point west of the Mississippi.²⁹

Emergence of Working-Class Neighborhoods in Globeville, Elyria, and Swansea

The smelters, meatpacking plants, and other factories, largely removed from the rest of the city, required armies of laborers, many of whom immigrated from Russia and countries in Eastern and Western Europe. Some settled in company-built houses, but many built their own wooden structures within walking distance of the smelters and factories. These properties often included small kitchen gardens, livestock pens, summer kitchens, and shanties and sheds in the back yards. Family members and friends helped one another find work, and immigrants from the

Company, 1890), Sheet 93.

²⁷ Jimmy Skaggs, *Prime Cut, Livestock Raising and Meatpacking in the United States, 1607-1883* (College Station, Tex.: Texas Department of Transportation, 1986), 97.

²⁸ Pate, *America's Historic Stockyards: Livestock Hotels*, 25.

²⁹ "Plans for Great Yards and Packing Houses to Handle Product of The Entire West," *The Denver Rocky Mountain News*, February 3, 1906, Saturday edition.

same regions typically settled near one another, establishing enclaves, centered around churches, to share and preserve their religious and cultural traditions.³⁰ Founded in the 1870s and 1880s and annexed by Denver in 1904, the neighborhoods of Elyria, Swansea, and Globeville grew around the smelters and became home to these immigrant communities. Following the collapse of the mining industry, meatpacking helped soften the economic blow for workers laid off at the smelters. Over the years, the prosperity and integrity of these neighborhoods was tied directly to the rise and eventual decline of the DUSY.³¹

National Western Stock Show

Although it has become highly successful in its own right, the NWSS began as a means to promote the DUSY and the city of Denver to the rest of the country.³² Stock shows had already proved to be successful in other cities. In 1896 the first “fat” stock shows began in Fort Worth, Texas, bringing breeders, feeders, and buyers together to share information, thereby improving the business and resulting in “higher quality slaughter animals.”³³ The International Livestock Exposition in Chicago also started at the Chicago Union Stock Yards at the same time, as did shows in Houston and Kansas City. Chicago’s was the first, the largest, and the most successful of the country’s stockyard and livestock shows, and the methods and practices used there were replicated at the DUSY. Chicago business leaders invested in Denver’s market with the intention of making it the most profitable in the Rocky Mountain West.

In January 1898 between 700 and 1,000 delegates of the National Stock Growers Convention convened in Denver and successfully formed the National Live Stock Association. With members coming from Texas, Nebraska, and Utah, each state wanted to host the convention, so it was considered a coup when the convention chose Denver as the permanent headquarters and announced a lavish free barbecue, with beer, for both conventioners and the general public. The barbecue that year resulted in a riot due to an overabundance of tickets being distributed. In 1899 Denver hosted a more sedate convention, but in 1900 it went off to Fort Worth and plans for the show to return to Denver were uncertain.³⁴

Denver leaders knew the importance of having a stock show to bring visitors to the city ready to spend their hard-earned wages, but also to support and educate farmers and livestock growers and provide an opportunity for leisure and entertainment at the same time. A group of leaders at the DUSY, including the Chicago investors, convened to host a new show, with the enthusiastic support of the industry groups, and farmers and ranchers. The preferred dates, at the end of January, coincided with the annual conventions that already met in Denver at that time, including the Colorado Cattle and Horse Growers, National Dry Farmers, and National Agronomists and Grain Growers during a time when there was no planting, harvesting, or calving at home.³⁵ In 1906 a new group formed, the Western Stock Show Association (WSSA),

³⁰ Rebecca Ann Hunt, “Urban Pioneers: Continuity and Change in the Ethnic Communities in Two Denver, Colorado Neighborhoods: 1875-1998,” 1999, 52, Ph.D. diss., University of Colorado, Boulder; Daniel Doeppers, “The Globeville Neighborhood in Denver,” *The Geographical Review* 57, No. 4 (1967): 509.

³¹ Elizabeth MacMillan, “Elyria, Denver’s Forgotten Suburb: 1881-1941,” 2004, 63.

³² Green, Phone interview with Mead & Hunt, Inc.

³³ Skaggs, *Prime Cut, Livestock Raising and Meatpacking in the United States, 1607-1883*, 69.

³⁴ Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show*, 2005, 40.

³⁵ Willard E. Simms, *Ten Days Every January: A History of the National Western Stock Show (Denver, CO: The Western Stock Show Association and Willard E. Simms, 1980)*, 16.

helmed by Elias M. Ammons (state senator and governor of Colorado from 1913 to 1915), meat packing plant owner Henry Gebhard, and other leaders to encourage the production of “finer grades of stock and horses,” and promote Denver as an ideal distribution center.³⁶

The 1906 stock show set up in a tent next to the Stockyards Hotel (see Figure 10). By all accounts it was a great success. Closely tied as it was with the DUSY, the WSSA maintained a small office in the Livestock Exchange until 1940.³⁷ The property has also been a focal point during the NWSS over the years. The 1918 Stock Show Edition of the *Record-Stockman* featured the new Livestock Exchange with multiple pages of photos showcasing the interior spaces of the yet unoccupied addition.³⁸ The NWSS is also one of the few stock shows to maintain its yards that historically surrounded the Livestock Exchange. The pens were where many of the business transactions take place during the show, in full view of all visitors who venture into the stock yards to view the cattle, sheep, and hogs, as well as more exotic animals such as bison, llamas, and yaks that are for sale. The Livestock Exchange stands as a reminder to these visitors of the historic past of both the stock show and the stock yards from which it began.



Figure 10. 1906 photograph depicting, from left to right, the 1898 Livestock Exchange, Stockyard Hotel (1886 Livestock Exchange), and the tent erected in the stock yards for the first NWSS.³⁹

Decline of Stockyards and Railroads after World War II

After World War II the market dominance of the largest meatpackers began to erode. In 1948 the Department of Justice began proceedings to break up the “beef trust,” and although the suit was abandoned in 1954, the government insisted on compliance of earlier anti-trust rulings. Much of the loss was due to aggressive new companies, such as the Iowa Beef Packers (IBP), that entered the market after the war.⁴⁰ Between 1955 and 1965 the livestock industry changed radically. Meatpacking moved to rural plants due to the rise in truck transportation, changes in the auction system, growth of rural ranches, and the desire to move away from the large, unionized urban markets. Monfort, Inc. in Greeley, Colorado, pioneered a system of

³⁶ “Thousands to Better the Yards,” *Denver Post*, October 30, 1906, 5.

³⁷ Green, Phone interview with Mead & Hunt, Inc.

³⁸ “Interior Views in Denver’s New Exchange Building,” *The Record-Stockman*, 1918, *The Big Stock Show* edition, 31,33.

³⁹ “The National Western Stock Show at Its First Session.,” *The Record-Stockman*, January 1921, *Annual Stock Show* edition, 5.

⁴⁰ Skaggs, *Prime Cut, Livestock Raising and Meatpacking in the United States, 1607-1883*, 187-88.

slaughtering cattle from its feedlots, thereby bypassing the need to transport cattle to the big meatpackers at terminal markets. Monfort and others such as the IBP constructed one-story, energy-efficient plants next to the feedlots, and the IBP introduced boxed beef for ease of shipping. This efficient new model became the industry norm, and by the 1970s Monfort operated the largest feedlot in the country.⁴¹ The largest meatpackers faced additional challenges, such as aging and obsolete factories in need of modernization, that often proved prohibitively expensive. To remain viable, Armour, Swift, Cudahy, and Wilson closed plants with unsatisfactory profit margins, and sought to diversify into other product lines. While Wilson and Swift weathered the storm and emerged as prosperous companies again, Cudahy struggled to remain independent and solvent. Armour & Company, which had once led the industry in acquisitions, was acquired by the Greyhound Corporation in 1970.⁴²

Commuter, passenger, and freight rail transportation began to decline in the U.S. after World War II, as more Americans bought cars and American companies gravitated toward highways for freight transportation. This trend grew exponentially following the federal government's tremendous investments in interstate highways, originally inspired by the need for efficient military transportation during the Cold War. At the same time, the big meatpackers at the DUSY could not compete with modern slaughter houses built next to rural feedlots that streamlined the process of meatpacking. Trucks provided a much more flexible method of transportation to and from these rural locales, and limited-access Interstate Highways made truck transportation even more efficient. By the early 1970s the railroads had discontinued livestock service at the stockyards, and all animals and other products came in and out via trucks.⁴³ The joint track system owned by the DUSY was transferred to the WSSA when the DUSY ceased operations in 1983.

As the number of automobiles on roads increased, they created severe bottlenecks, and the stockyard roads were among the most congested in the city (see Figure 11). Brighton Boulevard was part of U.S. Highway 85, a busy truck route between Denver, Commerce City, and Brighton. 46th Avenue was a major arterial on the east side of Broadway, with 48th Avenue carried most of the traffic on the west side of Broadway. Severe congestion at the stockyards and meatpacking plants was exacerbated by the at-grade railroad crossings that halted car traffic. The City of Denver and the Colorado Department of Highways planned to build a limited-access freeway to alleviate the congestion, and between 1948 and 1958 constructed the Valley Highway (now I-25) to roughly follow the South Platte River between 52nd Avenue on the north and Evans Avenue on the south. The new highway cut through the middle of the Globeville neighborhood on the west side of the river, less than a mile from the DUSY. An important component of the Valley Highway plan was a future connecting freeway along East 46th and West 48th Avenues (I-70) that would separate local traffic from vehicles using the streets as cross-town thoroughfares.

⁴¹ Thomas J. Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show* (Golden CO: Fulcrum Publishing, 2005), 104; Skaggs, *Prime Cut*, 190.

⁴² Skaggs, *Prime Cut, Livestock Raising and Meatpacking in the United States, 1607-1883*, 196–97.

⁴³ Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show*, 2005, 138.



Figure 11. 1934 photo of Livestock Exchange and garage. The garage was constructed in 1917. The number of cars driven by those working in the Livestock Exchange compounded with freight trucks led to traffic congestion around the yards. Car owners dropped their keys with attendants in the garage with instructions to fix or maintain their cars while they were conducting business in the yards.⁴⁴

Beginning in 1962 the Colorado Department of Highways started building a viaduct between Colorado Boulevard and Inca Street to carry I-70 over the railroad lines, but it also cut off the street grid of Globeville, Elyria, and Swansea, along 46th Avenue. I-70 passed over the covered concrete pedestrian/livestock walkway built between the Stadium Arena and the Denver Coliseum in 1951, effectively splitting that part of the site in half. In 2000 the viaduct on the west side of Brighton Boulevard to the junction of I-25 was rebuilt, further changing the historic setting and increasing the massive width of the structure between the two buildings. The viaduct resulted in physical changes to the buildings and local streets, transforming Brighton Boulevard into the main connection between the NWSS complex and the rest of the city.

Summary of Major Businesses in the Livestock Exchange

By the early twentieth century cattle and other livestock trading represented the largest industry in Colorado, with daily receipts sometimes totaling over a million dollars. The Livestock Exchange stood at the heart of the industry, home to businesses and organizations that interacted every day in the stock yards. The majority of occupants were livestock commission companies, engaged in the buying and selling of livestock between ranchers and the meat packing companies. The offices of the DUSY, Denver Livestock Exchange (DLSE), and NWSS were also housed at the exchange property. In addition, a number of other businesses and

⁴⁴ "1934-08, DUSY, Stock Yards," 1934, National Western Stock Show Archives, Denver, Colo.

organizations supporting the livestock trade were located there. Financing was an important concern for all parties around the stockyards and several financial institutions maintained offices at the Livestock Exchange, including the Stock Yards National Bank and the Drover's National Bank. Trains brought livestock into the yards daily and six major railroads operated a joint office in the 1919 building. Several government agencies had offices at the exchange, including the State Brand Inspection Bureau, the U.S. Bureau of Animal Industry, the U.S. Department of Agriculture, and the U.S. Post Office. Mass communication was vital to the livestock industry. The *Record-Stockman* maintained its offices in various locations in the exchange buildings and published a daily livestock newspaper as well as broadcasting industry news on the first commercial radio station in Colorado. When business was completed for the day, multiple saloons and restaurants operated as social outlets for those working in the yards. The following sections provide further examination of the associations between these varied businesses and the Livestock Exchange.

Livestock Commission Firms and the Sales and Brokering of Livestock

The Livestock Exchange's most important use was as home to the offices of various livestock commission firms. These commissioners were the middle men between the farmers and ranchers who produced livestock, and the buyers who represented the packing houses. In the course of daily business at the DUSY, trains unloaded livestock directly into the pens and the commissioners would take note of new arrivals. The buyers would approach the commissioners with their needs and the commissioners would then show them the best cattle. The buyers would pick their stock, and later the stock would be transported directly from the pens into the packinghouses. The commissioners would then take a portion, their commission, of each sale. The Livestock Exchange fulfilled a vital role because commissioners and buyers working in the yards needed to always know how the market was fluctuating in regard to the price of various livestock. In the lobby of the 1916 structure was a large blackboard in a steel frame on which various prices were updated in chalk as they came in via teletype machines (see Figure 12). The board was in full view to the crowds of people coming and going through the property.⁴⁵ Accounts vary, but in January 1918 the *Rocky Mountain News* reported that daily receipts at the exchange could gross more than a million dollars.⁴⁶ A December 1924 *Denver Post* article reported \$50 million in that year.⁴⁷

⁴⁵ Green, Phone interview with Mead & Hunt, Inc.

⁴⁶ "Denver Yards Great Asset," *Rocky Mountain News*, January 23, 1918, 12.

⁴⁷ Arthur C. Johnson, "Colorado Livestock Facing Better Times," *Denver Post*, December 28, 1924, 10.

Figure 12. A small crowd checks livestock prices on the blackboard in the central hall of the Livestock Exchange.



Figure 12. A small crowd checks livestock prices on the blackboard in the central hall of the Livestock Exchange.⁴⁸

The commission system, along with the larger stock yard model, remained quite profitable through the 1940s and into the 1950s. However, towards the end the 1950s these systems began to falter for several reasons. The shift in transportation trends from railroads to highways encouraged the growth of rural feed lots, which were more consolidated and efficient than the stock yards. Regarding the commission system, producers of livestock could more easily transport their animals and sell directly to the feed lots, eliminating the need for the middle role filled by commission firms. Further, it became apparent that the commission firms were colluding with each other. Livestock would pass through multiple firms, allowing the commissioners to make profit among themselves by buying low and selling much higher. This had the effect of alienating both the producers and the packing houses. Across the country urban stock yards failed in the 1960s and 1970s.⁴⁹ In 1956 there were at least 50 commission firms and livestock dealers operating within the Livestock Exchange, but by 1965 there were just 27.⁵⁰ By 1974, the number had dropped to just three.⁵¹ The property continues to be used as office space for various businesses, but the commission firms for which it was built are long gone.

⁴⁸ Dan Green Collection.

⁴⁹ Bob, "A History of Cattle Marketing," 14; Green, Phone interview with Mead & Hunt, Inc.

⁵⁰ Denver City Directory, 1956 (Denver, Colo.: The Gazetteer Company, 1956), 77; Denver City Directory, 1965 (Denver, Colo.: R.L. Polk & Co., 1965), 222.

⁵¹ Denver City Directory, 1974 (Denver, Colo.: R.L. Polk & Co., 1974), 241.

Denver Live Stock Exchange

The Denver Live Stock Exchange (DLSE) was an independent organization that operated as a nonprofit, “representative body of the commission men doing business at the Denver market,” internally regulating the practices of commission firms at the DUSY (see Figure 13).⁵² As profitable as the commissioners’ work was, grievances were commonplace and the DLSE heard buyers’ complaints regarding livestock quality, strays, and other matters in the yards. Incorporated in 1906, the mission of the DLSE was to oversee livestock sales at the stock yards and promote sound ethics and good business practices among the commission firms. New members paid \$500 to join, but also had to be sponsored by two current members and wait 10 days for any other member to raise an objection before they were voted in. The DLSE also promoted and sold tickets to the annual stock show and contributed to the salary of the National Western manager. The organization dissolved in 1962 amid the general break down of the DUSY and the commission system at the central markets.⁵³



Figure 13. Members of the Denver Live Stock Exchange pose for a photo in the Stockman's Club in the 1898 Structure.⁵⁴

Colorado Brand Inspection Board

The longest tenant in the Livestock Exchange, the Colorado Brand Inspection Board (CBIB), maintained its offices in the Livestock Exchange property from 1906 to 2015, when it relocated to Broomfield, Colorado. Brand inspection began in Colorado in the 1860s and remains a vital aspect of the livestock industry. Livestock brands document the ownership of animals and are important in conducting sales as well as tracing the ownership of stray animals. At the height of

⁵² President's Office of the Denver Live Stock Exchange, “Letter to U.S. Food Administration,” n.d., Denver Live Stock Exchange Minutes - 1976.40.3, Littleton Historical Museum.

⁵³ Noel, Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show, 2005, 29.

⁵⁴ Dan Green Collection.

production at the DUSY dozens of inspectors could be found in the yards checking every animal that came in and out of the yards. Brand inspectors also operated around the state at regional sale barns. Many ranchers worked part-time as brand inspectors to earn extra income. Since its inception, the CBIB has maintained a record of over 35,000 brands in the state.⁵⁵

Newspaper and Radio Communication

Throughout much of the Livestock Exchange's history it was home to the *Denver Daily Record-Stockman*, a newspaper dedicated to publishing the most current information on the live stock market in Denver and around the country. Fred P. Johnson first established the paper in 1884 as the *Colorado Livestock Record*. He changed the title to the *Denver Record-Stockman* in 1889 and merged with the *Denver Daily Stockman* in 1900 to form the *Denver Daily Record-Stockman*. H.E. Green purchased the Record-Stockman in 1938. Willard Simms served as the editor until 1955, when he became manager of the NWSS. Green's son and grandson, Harry and Dan Green, succeeded Simms as editors of the paper until its last issue in 2008.⁵⁶

The mission of the newspaper was to present up-to-date and unbiased news to ranchers, packing houses, and commission firms, as well as promote the stock show and other events at the yards. The daily issues listed the previous day's sales of cattle, hogs, and sheep at the stockyards. Also reported were local organizations, auctions, and new arrivals at the yard. Banks, commission firms, and other businesses purchased advertisements in the paper as well.⁵⁷ The paper kept its main offices in various spaces within the property over the years. It also operated a booth in the lobby of the 1916 structure, left of the central stairway, from which advertisements and subscriptions were sold. From this booth, the attendant could watch the price changes on the chalk board and report the developments as they happened.⁵⁸ In addition to reporting the news around the yards, the *Record-Stockman* also advocated on various issues through editorial columns. These included a 1903 dispute over railroad rates that resulted in the standardization of rates and transit times.⁵⁹ The paper also served as the official publication of National Livestock Association and the State Board of Stock Inspections (SBSI). For the SBSI the paper reported on strays and unclaimed livestock, as well as "new, recorded and transferred brands" and official information on the stock yard markets. The *Record-Stockman* was also an official Farm Labor Agency for the U.S. Department of Labor during World War I, helping farmers and workers find employment to keep production up during the war.⁶⁰

The *Record-Stockman* also partnered with the radio station KFKA in Greeley, Colorado. KFKA was the first commercial radio station in Colorado. It began broadcasting in 1921 from the Colorado State Teachers College, currently the University of Northern Colorado in Greeley, as a student project before H.E. Green purchased the station later that year. Soon, other stations

⁵⁵ Tony Bruguere, "National Western Loses Piece of History with Relocation of Brand Inspections," *The Fence Post*, January 12, 2015; Green, Phone interview with Mead & Hunt, Inc.

⁵⁶ Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show*, 2005, 43; Green, Phone interview with Mead & Hunt, Inc.; "Willard Simms Named Manager of National Western Stock Show," *Greeley Daily Tribune*, July 15, 1955.

⁵⁷ "Denver Live Stock Exchange Directory," *The Record-Stockman*, March 1, 1917, Thursday edition, 1.

⁵⁸ Green, Phone interview with Mead & Hunt, Inc.

⁵⁹ John C. Pine, "The Denver Record Stockman, Defender of Colorado Cattlemen," *Colorado Magazine* 31, no. 2 (April 1954): 147.

⁶⁰ Pine, "The Denver Record Stockman, Defender of Colorado Cattlemen," 136–38.

began broadcasting out of Denver, including KLZ in 1922, KFEL in 1923, and KOA in 1924. KFKA moved its broadcast center to the Camfield Hotel in Greeley in 1930. KFKA and KOA broadcasted agricultural news to farmers and ranchers in Colorado and Wyoming. Using a phone line in their lobby booth, reporters from the *Record-Stockman* announced the latest news and livestock prices over the air on KFKA until the early 1960s.⁶¹

Banking and Financial Institutions

With large amounts of money changing hands daily at the yards, banks were a vital part of the stockyard model. The largest and most important bank, which opened in 1898 and maintained offices in both the 1898 and 1916 structures of the Livestock Exchange, was the Stock Yards National Bank.⁶² The bank was originally founded by David Moffat, who served as its first president in 1898. In 1918, the *Rocky Mountain News* described the bank as, “Controlled by owners of the stockyards...completely in touch with the requirements of the stockmen of the west.”⁶³ Of the \$30 million traded at the DUSY in 1916, \$25 million passed through the Stock Yards National Bank. This bank maintained its offices on the first story of the 1916 structure, to the left (south) of the main lobby, adjacent to the DUSY headquarters (see Figure 14). Several large safes are still present on this floor that were associated with the original bank.



Figure 14. Lobby of the Stock Yards National Bank in the 1916 structure, as pictured in an advertisement published in the Record-Stockman in 1918.⁶⁴

⁶¹ Green, Phone interview with Mead & Hunt, Inc.; “Colorado Radio History,” Pike’s Peak Radio & Electronics Museum, 2016, <http://www.pikespeakradiomuseum.com/Local%20History.htm>; “80 Years Of Radio In Denver,” Broadcast Professionals of Colorado, accessed December 10, 2018, <http://www.broadcastpioneersofcolorado.com/denver-radio.html>.

⁶² Shannon Schaefer, “National Western Stock Show Site,” Historic Denver, 2018, <https://historicdenver.org/national-western-stock-show-site/>; Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show*, 2005, 80; Green, Phone interview with Mead & Hunt, Inc.

⁶³ “Denver Yards Great Asset.”

⁶⁴ “The Stock Yards National Bank (Advertisement),” *The Record-Stockman*, January 1918, The Big Stock Show edition.

Another important bank was Drover's State Bank, located at the entrance to the DUSY at the intersection of 47th Avenue and Lafayette Street. Although not located within the Livestock Exchange, Drover's State Bank was very closely involved in the daily business transactions conducted in the yards. Founded in 1917 by a former president of the Stock Yards National Bank, along with livestock dealers and packers, the bank offered welcome competition to the larger Stock Yards National Bank. Although advertised as a Denver-based institution upon its founding, Drover's State Bank merged with Drover's National Bank, based out of Chicago, in 1920.⁶⁵ Both banks generally served small farmers and ranchers with short-term loans, usually around six months, to purchase feeder cattle.⁶⁶ However, the banks also did business with the packers and larger organizations including the DUSY and DLSE. Other financial institutions that maintained offices in the property during the twentieth century include the Denver Cattle Loan Company and the Intermountain Livestock Credit Corporation.⁶⁷

Railroad Companies

The train traffic within the yards functioned as a joint agency, a railroad term indicating the cooperation of several different companies, operating out of the 1919 addition to the Livestock Exchange (see Figure 15).⁶⁸ Although the DUSY never operated its own trains, many different railroad companies operated through the stockyards from 1886 to the early 1970s. The joint agency consisted of six railroads during the period of DUSY operations: Atchison, Topeka & Santa Fe Railway; Chicago, Burlington & Quincy; Chicago, Rock Island & Pacific; Union Pacific; Colorado & Southern; and Denver & Rio Grande Western.⁶⁹ The Colorado & Southern was frequently designated as interchange operator. Only one or two lines remain in their original locations within the stockyards. When new junctions and connections were built, the old ones were often removed. It is assumed that the DUSY built the tracks parallel to Packing House Road (DUSY No. 2) and along the South Platte River (DUSY No. 20) because the DUSY owned the land under the tracks and leased the rail line to the various railroads that operated in the yards. The DUSY filed for abandonment of the rail segments for the first time in September 1970. This was denied by the Interstate Commerce Commission (ICC) and the Surface Transportation Board. The DUSY ceased being a common carrier in 1976 via a petition to the ICC.⁷⁰

⁶⁵ "Announcing the Conversion on January 2nd, 1920 of the Drovers State Bank, Denver Union Stock Yards, into the Drovers National Bank," *The Daily Record Stockman*, December 31, 1919, Thursday edition.

⁶⁶ "Millions in Livestock," *The Record-Stockman*, January 13, 1917.

⁶⁷ *Denver City Directory, 1936* (Denver, Colo.: The Gazetteer Co. Inc., 1936), 256; *Denver City Directory, 1945* (Denver, Colo.: The Gazetteer Co., 1945), 1831; "The Denver Cattle Loan Co. (Advertisement)," *The Record-Stockman*, January 1918, *The Big Stock Show* edition.

⁶⁸ *Denver City Directory, 1945, 1875*; Noel, *Riding High, Colorado Ranchers and 100 Years of the National Western Stock Show*, 2005, 107.

⁶⁹ Kenton Forrest and Charles Albi, *Denver's Railroads: The Story of Union Station and the Railroads of Denver* (Golden, Colo.: Colorado Railroad Museum, 1981), 205.

⁷⁰ Finance Docket FD-28353, December 3, 1976.



Figure 15. 1915 photo showing a train moving through the yards behind the 1898 structure. The 1916 structure is seen under construction.⁷¹

Association with Social Institutions and Hospitality

Another industry that catered to the visiting stockmen and businessmen at the stock yards was the hospitality and service industry. After the construction of the 1898 structure, the original exchange building from 1886 was repurposed as the Stockyards Hotel. The snack bars, cigar stores, and restaurants that opened within the Livestock Exchange offered a place for relaxation as well as unofficial business meetings. Following the construction of the 1916 addition, a Mr. Lingle operated “gambling devices” on the premises. These were removed, however, in 1918 at the request of the DLSE.⁷² The Stockmen’s Club operated on the top floor of the 1898 building. In the same space, the Stock Yards Restaurant opened c.1945, changing the name to Stock Yards Dining Room c.1956, and the Stock Yards Inn c.1965.⁷³ The restaurant, currently the Stockyards Saloon and Restaurant, was moved by Leona Orr to the 1919 building in the early 1980s.⁷⁴ Throughout their many iterations, the restaurants and saloons in the Livestock Exchange have been a favorite destination for stock show attendees. It was also a popular watering hole for locals after working hours, even in the years following the decline of the DUSY.⁷⁵

⁷¹Louis Charles McClure, “Denver Union Stockyards [Sic] Company,” 1915, WH2300. Louis Charles McClure papers, 1898-1943, Denver Public Library.

⁷² “Call Meeting of the Board of Directors” (Denver, CO, January 9, 1918), Denver Live Stock Exchange Minutes, Littleton Historical Museum.

⁷³ Denver City Directory, 1945, 1889; Denver City Directory, 1956, 111; Denver City Directory, 1965, 254.

⁷⁴ Green, Phone interview with Mead & Hunt, Inc.

⁷⁵ Calhoun, “History Keeps Pouring Out of the Stockyards Saloon”; Green, Phone interview with Mead & Hunt, Inc.

While a number of women found employment with the railroad companies and commission firms at the Livestock Exchange, social institutions and hospitality businesses offered an opportunity for female entrepreneurship at the Livestock Exchange.⁷⁶ Eliza Pundt and Mary Barnes both operated cigar shops for the businessmen in the 1930s.⁷⁷ Behind the main staircase of the entry hall is a small booth that served different purposes throughout the years. In later years a woman named Dorothy operated a snack bar in the booth, selling sandwiches, drinks, and other snacks.⁷⁸ The property also had a ladies lounge, where the wives of ranchers and other women could spend their time.⁷⁹

Other Historic Structures

Other structures within the National Western Campus that share association with the DUSY and the NWSS include the 1917 Armour Administration Property and the 1909 Stadium Arena. Both structures were built during periods of improvement at the DUSY in the early twentieth century and share similar Classical Revival architectural features. The Livestock Exchange is a stronger and more dramatic example of Classical Revival architecture than either of these structures. The Livestock Exchange retains a stronger sense of integrity than the Stadium Arena, which was incorporated into a modern structure in the 1970s, and the Armour Administration Property, which has had minor alterations to its facade, including painting the original red brick a shade of orange.

⁷⁶ Cyns Nelson, Oral History Interview with Bettie Cram, September 14, 2013

⁷⁷ Denver Householders' Directory Volume VI, 1930 (Denver, Colo.: The Gazetteer Co., 1936), 614; Denver Householders' Directory, Volume XIII, 1937 (Denver, Colo.: The Gazetteer Co., 1936), 673.

⁷⁸ Green, Phone interview with Mead & Hunt, Inc.

⁷⁹ Robin Chotzinoff, "Move 'em Out," Westword, February 13, 2003,

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Photographs

Attach at least four digital photographs showing the views of the property from the public right of way and any important features or details. If available, include historic photographs of the structure.

Boundary Map

Attach a map that graphically depicts the structure, the location of other significant features, and the boundaries of the designation.

Application Fee

Find the correct fee from the below table. (Make check payable to Denver Manager of Finance).

Application for designation of a structure for preservation (owner applicant)	\$250
Application for designation of a structure for preservation (non-owner applicant)	\$875