FORM NO. 10-300 (REV. 10-74)
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

* HISTORIC
Fort Worth Stockyards Historic District

2 LOCATION

STREET & NUMBER
CITY, TOWN

Fort Worth

VICINITY OF

STATE

Texas

CODE

048

COUNTY

Tarrant

CODE

439

3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PRIVATE

PUBLIC

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

STRENGTH

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

MUSEUM

COMMERCIAL

PARK

EDUCATIONAL

PRIVATE RESIDENCE

ENTERTAINMENT

RELIGIOUS

GOVERNMENT

SCIENTIFIC

INDUSTRIAL

TRANSPORTATION

OTHER:

4 OWNER OF PROPERTY

NAME

Multiple ownership

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE.

Tarrant County Courthouse

REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

Fort Worth

STATE

Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic Sites Inventory & Recorded Texas Historic Landmark

DATE

1975 & 1967

DEPOSITORY FOR

FEDERAL

STATE

COUNTY

LOCAL

SURVEY RECORDS

Texas Historical Commission

CITY, TOWN

Austin

STATE

Texas
Fort Worth is located in north central Texas near the headwaters of the Trinity River. The famous Chisolm Trail crossed the Trinity River at a point near Fort Worth and the impetus of the cattle drives from south and central Texas through Fort Worth spurred the growth of that early settlement.

A rural site three miles north of the city was chosen for the first permanent stockyards in 1890 and this forms the nucleus of the current Fort Worth Stockyards Historic District. As Fort Worth gradually spread north, an effort was made to keep this rich industrial area composed of packing houses and stockyards from being annexed to Fort Worth. An area one mile square containing the industrial complex was laid out as Miles City in 1898. In 1902 when the large meat packing companies of Armour and Swift located at this site and brought prosperity to the industry, a new era of construction began which forms the basic style of buildings characteristic of the district today.

The boundaries of the historic district, as described in Item 10, encompass the original location of the Armour and Swift packing plants built in 1902, the Stock Exchange Building built in 1902, the Coliseum built in 1908, the Horse and Mule Barns rebuilt in the 1920's, the area of the stockyard pens, the commercial district that developed along the west end of the Exchange Ave. and N. Main in the early 20th century and the location of an early competing packing plant.

Individual sites and buildings located within the historic district are described below:

1. & 2. Armour and Swift Packing Plants

The entire east end of the historic district includes the original locations of the Armour and Swift Packing Plants. Located on a small hill overlooking the rest of the district, the 5-story main Armour plant building and the 7-story Swift building once visually dominated the industrial complex. However, these large structures no longer form the imposing terminal point of the district. The 5-story Armour building was razed after the packing plant ceased operations in the mid-1960's. Recently, the large Swift Building suffered fire damage and is currently being demolished.

Many original buildings associated with the plant operations still remain, however. At the north end of the Armour property (1) are two rectangular buildings both used for storage. The cluster of buildings at the south end are all part of the original complex and now contain a fat refinery and edible oil processing plant. The old Swift property (2) is bounded on three sides by a fence. An entrance gate at the southern border of the property has an attractive curved double stairway ascending at the center to the double iron gates. The concrete stairs display a large circular "S" medallion. Forming the fence supports are square concrete piers with recessed vertical panels in the shaft, molded bases and capitals and a spherical finial. The west portion of the property is dominated by the ruins of the old Swift building. Visible at the south end of the building are the relics... (Continued on Page 2)
3. Swift Main Office Building

At the northwest corner of the Swift property is a 2-story brick, hip roofed building with double gallery around two sides. On the main facade the red brick building has central double doors on the first and second level with transoms and sidelights. Six windows flank each side of the door and have segmental arched 2/2 light openings. An octagonal vent rises from the roof's center. This structure served as the Swift main office building. The building is in good condition and is currently being leased as a restaurant. To the north of the old Swift office building is a wide flight of stairs leading down to Packers Ave. Street cars once transported employees from Ft. Worth to the Packing plants along Packers Ave. terminating at the intersection with Exchange Avenue. In addition, the railroad tracks for the Fort Worth Belt run along the west side of the road.

4. Stockyard Pens

Immediately to the west of Packers Ave. are the stockyard pens. Originally, the pens covered a long narrow area stretching from Marine Creek at the south to 28th St. on the north. Since the decline of the livestock market, only the area east of the Exchange Building is utilized for pens. The pens once spread over 100 acres, but they now encompass only about 40 acres. All of the stockyard pens, as well as the streets, are paved with brick.

5. Live Stock Exchange Building

At the center of the historic district is the Live Stock Exchange building built in 1902. Designed in the Mission style, this structure is an early example of the design that was first introduced in California in the 1890's. The Stock Exchange Building is the oldest building in the district still in use. Basically a U-shaped, stuccoed brick structure, the building's main facade has two projecting hip roofed end pavilions displaying at the center "Alamo" style parapets with a Palladian window. At the intersection of the pavillion roofs and the ridge of the main rectangular section are octagonal cupolas capped by small octagonals and a weathervane. The base of the U-design is a pitch roofed rectangle with a central projecting hip roofed section. A curvilinear parapet at the center of this facade displays the raised lettering "Fort Worth Livestock Exchange" around a Longhorn steer's head. Rising from the roof is a large four-sided cupola with convex mansard roof capped with a small cupola and flagpole. Joining
the three sides of the design is a T-shaped, 1-story, arcaded gallery.

6. Coliseum

Adjacent to the Stock Exchange is the 1908 Coliseum built to display the livestock on sale. The first indoor rodeo was held in this structure in 1918 and recently this sporting event has returned to the Coliseum. The Fort Worth Fat Stock Show was also a popular annual event and was held in this building until after World War II. The building is a rectangular structure with parapet gabled ends. At the first floor there are two one-story hip roofed wings at each end and a connecting arcade forming a gallery across the front. On the second level above the arcade are seven small segmental arched windows. In the gable is a large multi-lighted arched opening, identical in width to the combined width of the seven windows below. An arcaded ticket booth entry added at a later date now obscured the original facade. The sides of the building contain large rectangular windows on the first level and segmental arched openings on the second level and are divided into bays by brick piers. Minor alterations have occurred such as the removal of the central parapet and the corner turrets on the principal facade and covering the large arched windows.

Also associated with the stock shows and livestock trading are the two large buildings around the Coliseum. To the west is an odd triangular-shaped building which once served as exhibit barns and the rectangular building to the north of the Coliseum is the old auction barn. Clarks Discount Store now occupies the old auction barn.

7. Horse and Mule Barns

South of Exchange Avenue across from the Stock Exchange Building and the Coliseum are the Horse and Mule Barns. To the east of the Barns are covered, open frame pens once used for the horses and mules. Raised walkways by which the animals were transferred to the packing plants are still extant, but in poor condition. The original Barns, built before the first World War were destroyed by fire and the present Horse and Mule Barns were constructed in the late 1920's.

The entrance to the Barns is marked by two two-story towers each with a round arched opening at the base and three small round arched openings on the second level. A corbeled cornice and wide bracketed eaves embellish the structures and a flagpole rises from the peaks of the hipped tile roof. A pitched, tile roof links the entrance towers. On either side of the tower entrance a stuccoed brick wall with high rectangular windows, corbeled cornice and parapet wall forms the north wall of the barns. The complex includes two rectangular buildings. Inside the entrance gate is a wide road with the individual barn entrances on either side. Each barn entry is distinguished by a Mission-style parapet. The Horse and Mule Barns are currently vacant.

8. Old Stockyards Bank

West of the Coliseum is the Old Stockyards Bank. This structure is the western most building constructed in the early 1900's by the Armour and Swift Companies. The "Fort Worth Stock Yards" sign across Exchange Avenue next to the bank building officially marks the western boundary line of their original property. The old Bank maintains the Mission-style architecture with its two-story stuccoed masonry surface, its use of the arched openings on the main floor, the second floor balconies, the tile roof and the curvilinear parapets. A new bank building was recently constructed outside of the district and this structure is being used for a western wear shop.
9. Commercial District
   The western arm of the district contains blocks of one-, two-, and three-story early
20th century commercial buildings built chiefly along Exchange Avenue and N. Main Street.
Old hotels, saloons, restaurants, leather shops, western clothing stores, etc. catering
to the men of the livestock industry lined the streets. Many of the hotels and cafes are
still in use and a variety of commercial enterprises occupy the buildings.

10. Old Post Office
    Located on the south side of 24th Street between North Main and Ellis Street is a
small 1-story brick structure that was built in the early 20th century and used as Niles
City's first Post Office.

11. Old Packing Plant
    North of the commercial district are two buildings along North Main Street between
26th and 27th Streets which served as a competing packing plant for a short while not
long after Armour and Swift were established. A 2-story brick rectangular building at
the corner of 26th and North Main served as the administrative office building and a
3-story, ell-shaped, brick structure at the corner of 27th and North Main functioned as
the packing plant. Foundations are visible where additional structures were to be built,
but the small plant was purchased by Swift before the expansion progressed. When the
railroad failed to extend their tracks to accommodate the plant (due to pressure from
Armour and Swift) the new packing plant floundered financially and sold out to Swift & Co.

The only major intrusions in the district, i.e. buildings not specifically related
to the activities of the Stockyards are built within the same time period, are two buildings
at the north end of the district along 28th Street. At the corner of 28th and North Main
Street is a service station and adjacent to it is a modern rectangular structure built to
house a furniture store.
SIGNIFICANCE

PERIOD
PREHISTORIC
1400-1499
1500-1599
1600-1699
1700-1799
1800-1899
1900-

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

- ARCHEOLOGY-PREHISTORIC
- ARCHEOLOGY-HISTORIC
- COMMUNITY PLANNING
- CONSERVATION
- ARCHEOLOGY-PREHISTORIC
- ARCHEOLOGY-HISTORIC
- COMMUNITY PLANNING
- CONSERVATION
- COMMUNITY PLANNING
- CONSERVATION

- LANDSCAPE ARCHITECTURE
- LAW
- ECONOMICS
- LITERATURE
- RELIGION
- SCIENCE
- MILITARY
- SCULPTURE
- SOCIAL/HUMANITARIAN
- THEATER
- TRANSPORTATION
- OTHER (SPECIFY)

impetus to community growth

SPECIFIC DATES

STATEMENT OF SIGNIFICANCE

The Fort Worth Stockyards is one of the most significant sites in Texas representing the importance of the cattle and livestock industry to the state. The establishment of the Fort Worth Stockyard coincides with the beginnings of the cattle and livestock industries in the southwest. After the founding of the Armour and Swift packing plants at this location in 1902, the new activity assured Fort Worth's ascendency as the major livestock market of the southwest. The Stockyards also provided the major impetus for the growth and early development of Fort Worth. As the city's first industry, the stockyards and later packing plants transformed Fort Worth from a small frontier community into a major Texas metropolis.

Fort Worth began as a tiny army outpost, Camp Worth, established by Major Ripley A. Arnold in 1849 and named for General William Jenkins Worth, a soldier in the Mexican War. Officially designated as Fort Worth on November 14, 1849, the post served to guard East Texas settlements from the Indians. No permanent fort was erected and after the army evacuated the post in 1853, the abandoned barracks were used as early stores and residences by the remaining settlers. A small ambitious Fort Worth population made a bid to change the county seat from Birdville to Fort Worth in 1856 and, after a bitterly contested election, finally won the county seat in 1860.

Fort Worth citizens began looking for new ways to attract people and money to their small city. The emergence of the cattle industry in Texas in the late 1860's offered the small farming village a chance to capitalize on the cattle trade. After the Civil War there was a scarcity of beef in the north. Descendants of the Spanish cattle, the Texas Longhorns, roamed wild in the region between the Rio Grande and Nueces River. With such a large supply of beef, Texas established its domain as the great cattle state and northern companies began to buy in large quantities. Cattlemen drove cattle as far as Illinois and Iowa to markets, until the railroad shortened the drives by establishing terminals in Dodge City and Abilene, Kansas.

Fort Worth was a natural stopping place for cattledrivers moving up the Chisolm Trail toward Abilene. While the cattle rested and watered at the Trinity River ford, the city offered drovers a rest and night on the town before pushing northward. Fort Worth was the last town of any size in the vicinity of the cattle trail and the opportunity to cater to the cowboys gave Fort Worth a new life.

With its new prosperity based on the cattle industry, the discovery of tick-infested Texas cattle in 1872 dealt a severe blow to the Fort Worth economy. Kansas residents were refusing to allow cattle to cross their land and some buyers refused to buy Texas cattle. Seeing rail shipment as a possible solution to this problem, Fort Worth citizens began to push for a railroad. The Fort Worth and Denver Railroad and the Texas and Pacific Railroad both received charters from the state legislature to build into Fort Worth. By 1873, the Texas and Pacific had built tracks within 24 miles of Fort Worth and the population of the city grew from 500 in 1872 to 3 or 4000 in 1873 in anticipation of the approaching railroad. But when the "Panic of 1873" hit, Texas and Pacific lost its financial backing and suspended construction. Realizing the importance of the railroad, the city raised funds and hired the local Tarrant County Construction Company to
prepare the roadbed. Finally the Texas and Pacific rolled into Fort Worth in July, 1876.

With the arrival of the first train in Fort Worth, rail transportation replaced the cattle trail in importance in the development of the cattle market. During the 1880's Fort Worth became an important railroad center and by the end of the decade six major railroads served the growing cattle market. However, with the increase in the cattle business, Fort Worth citizens realized there was an immediate need for a permanent stockyards and in 1888 several local businessmen decided to finance the construction of facilities for the boarding and trading of livestock. In 1890 work began on the Fort Worth Union Stockyards, located north of the city at the crossroads city of North Fort Worth. With the extensive yards, Fort Worth business leaders hoped to attract all the business from the west.

The major drawback of the Fort Worth stockyards, however, was the lack of a packing house. The railroad had not solved the tick problem and the shipping of live cattle proved to be very costly. The first packing plant was established in Fort Worth as early as 1881 by a man named Richardson. Designed only for the slaughter and refrigeration of hogs, Richardson's plant failed because Texas did not produce enough hogs to return a profit. A second plant, the Continental Meat Packing Plant, was built in 1883 in southeast Fort Worth by A. F. Higgs. The depression in the cattle market at this time created such a slow market that the plant closed in shortly over a year. Isaac Dahlman of Fort Worth bought the plant and attempted to refrigerate carcasses, but his venture also ended in failure. Finally, after the establishment of the Fort Worth Union Stockyards in North Fort Worth, thirty Fort Worth businessmen agreed to contribute $10,000 each to purchase the Old Continental Meat Packing Company and move the location to the Union Stockyards. Under the management of H. C. Holloway, they purchased land adjacent to the stockyards and named the industry, Fort Worth Dressed Meat and Packing Company.

Due to a severe financial depression in Fort Worth beginning in 1892, the businessmen of the community found it impossible to continue local operation of the stockyards and packing plant. In 1893 the Fort Worth Stockyards Company was formed and G. W. Simpson, a Boston capitalist, became President of the Board. This new corporation assumed operation and control of the old Union Stockyards. The Fort Worth Stockyards Company removed the stockyards operation out of the hands of local citizens for the first time.

Other problems affected the packing plant in the 1890's. By 1895 the directors of the Stockyards Company leased the packing house to the Chicago and Fort Worth Packing Company. This company suspended operation in 1898, but packing activities resumed again in mid-1899 when L. V. Niles, a businessman from Boston, organized the Fort Worth Packing and Provision Company. In 1898 this industrial area composed of packing houses and stockyards was laid out as a separate community and named Niles City, in honor of L. V. Niles.

By 1900 the Fort Worth Board of Trade began trying to encourage one of the major U.S. packing companies to locate in the city. As a bonus Fort Worth offered to subscribe $100,000 to the firm that established at the stockyards. After Niles had assumed management of the stockyards company, J. Ogden Armour, son of the founder of Armour Packing Company in Chicago, visited the yards several times and began to negotiate with the Fort Worth Stockyards Company. But a second firm, Swift and Company soon learned of the agreement and requested to participate in the venture. When Armour vetoed the plan, Swift threatened to build a competing stockyards in Dallas. Finally Armour agreed to admit
Swift into the project. Niles then negotiated a contract between the Stockyards Company and the Armour and Swift firms. As the city promised, each company received a bonus of $100,000, and the companies began building their packing plants in 1902. Railroad tracks were built to the packing house site and the plants finally opened for business in 1903.

The volume of trade increased so much in the first month that the yards and pens had to be immediately enlarged. A new exchange building was built in 1902-03 and in 1907-08 a Coliseum was built to house livestock shows and indoor rodeos. The small industrial community of Niles City, a one mile square area containing the stockyards and packing activity, quickly became a financial giant and was known at one time as the richest per capita city in the nation. Surrounding the industrial activity, a commercial community developed which provided businesses, entertainment and lodging for those trading and working in the area. The heyday of cattle barons swelled the local economy with millions of dollars and neighboring Fort Worth benefited from the increased commercial activity. To escape Fort Worth jurisdiction, Niles City incorporated in 1911, but by 1922 Fort Worth was finally able to annex the community.

The establishment of Armour and Swift in the city began a new era in the livestock industry and the growth of Fort Worth. From the turn of the century until the late 1950's the Fort Worth Stockyards was the major livestock market of the southwest. It operated at a multi-state scale and provided a major stimulus to the economy of Fort Worth and Texas. Over 10,000 persons were employed at the Stockyards and adjacent packing houses and related livestock industries. The continued success of Fort Worth's first industry, made Fort Worth a business success. Between 1900 and 1920 the population of the city rose from 26,688 to 106,482.

During the 19th century cattle was the only source of livestock for the Fort Worth Stockyards. However, after the establishment of the Armour and Swift plants in 1902, horses, mules, hogs, and sheep added to the total financial success of the Stockyards. The cattle trading and packing increased after the turn of the century and by 1916 Fort Worth ranked 5th among cattle markets, after Chicago, Kansas City, and almost equal to St. Louis and Omaha. The biggest runs in the cattle business occurred right after World War I and in the 1930's. During these periods of financial problems and low prices, more cattle came to the Fort Worth Stockyards than at anytime in its history.

The horse and mule department, which started in 1902 as an added form of livestock, soon experienced a phenomenal growth and established the Fort Worth stockyards as the nation's leading market for this species. During World War I Europe became an important customer at the horse and mule market. From 1916-1925 Fort Worth was the largest horse and mule market in the world. Business was good from 1900-1935, but a crash came after the depression when farmers were able to replace workstock with tractors. The last contracts were awarded during World War II, and late in the 1940's, Fort Worth stopped the horse and mule auction.

The hog and sheep business were markets that received prominence for short periods. The Fort Worth Stockyards increased the hog business prior to and during World War I. Between 1925-1930 Fort Worth became one of the best hog markets in the United States. But hog prices declined in the 1930's and were never important to the total livestock market at Fort Worth after this period. The best years for the sheep market was between 1937-47. In 1943-45 lamb sales peaked and during this period the Fort Worth Stockyards became the largest sheep market.
The Packers and Stockyards Act of 1921 caused a mandatory divorce of packing companies from all financial interest in and/or control of operations of stockyards and retail outlets. Thus, Swift and Armour sold their interest in the Fort Worth stockyards and a corporation formed in Chicago initiated public ownership of the yards, removing ownership from Fort Worth. Later, more stock was accumulated by Union Stockyards Company and the Fort Worth Stockyards became in 1944 a division of United Stockyards, now owned by Canal-Randolph Corp., with headquarters in New York.

Changes in technology within the livestock and transportation industries began to change and diminish the role of the Stockyards in the mid-1950’s. Decentralization of the sheep market and later in the cattle market contributed to the decline. Trucking began to replace rail shipment and regional feedlots further diminished the need for a centralized packing house. As the popularity of small local packing plants increased, centralized multi-story operations such as the Swift packing plant with over 4,000 employees and 1,000,000 sq. ft. of floor space became functionally obsolete. Armour and Co. closed their plant in August, 1962, and Swift and Co. closed down eight years later in July, 1970.

While the Fort Worth Stockyards still operates a successful livestock market, it is regional rather than multi-state in scale. Economic activity has slowed considerably since the Armour and Swift plants closed. Much of the financial and commercial space that was used during the first half of the century, now sees little activity. However, there has been a renewed interest in restoration of the area’s economy. In 1974 the City of Fort Worth was awarded an EDA Public Works Impact Program grant to restore the Northside Coliseum and to beautify Marine Creek from 28th Street through the Stockyards. In June, 1974, the city received another EDA grant to provide staff to coordinate the local restoration activities, to conduct additional studies and to develop a functional long term restoration and redevelopment program. In the past year private interest has stimulated new activity in the area. A private developing firm, sensitive to historic preservation, has bought the Coliseum and several buildings within the Stockyards and hopes to revive commercial activity in the area. The firm has returned the indoor rodeo to the Coliseum and has reserved the facility, once notorious only for Friday night wrestling matches, for various concerts and Spring performances of the Fort Worth symphony.
**MAJOR BIBLIOGRAPHICAL REFERENCES**

Royles, Milton, *The Stockyards Story*, an essay prepared for the North Fort Worth Business Association, Fort Worth, Texas


**GEOGRAPHICAL DATA**

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**VERBAL BOUNDARY DESCRIPTION**

Beginning at the southeast corner of the Fort Worth Stockyards District the boundary extends north along the fence marking the Swift property and then follows the railroad tracks along the old Armour boundary until reaching 28th St. The northern boundary extends west from 28th St. to N. Main St. The western boundary follows south along N. Main St. until 27th St. Where the line extends west to Ellis St., then south to 26th St. and east back to N. Main. Continuing south down N. Main, the boundary line

**LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES**

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<th>COUNTY</th>
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**FORM PREPARED BY**

<table>
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<tr>
<th>NAME / TITLE</th>
<th>Mike D. Yancey, Draftsman</th>
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<tr>
<td>ORGANIZATION</td>
<td>Texas Historical Commission</td>
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<tr>
<td>STREET &amp; NUMBER</td>
<td>Box 12276 Capitol Station 512 475-3094</td>
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**STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

**TITLE**

Texas State Historic Preservation Officer

**DATE**

4-7-76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER
Texas Historical Commission Marker Files, "Fort Worth Live Stock Exchange", Texas Historical Commission, Austin, 1967.


then turns east just before Exchange Avenue to include the row of commercial structures along the north side of Exchange Avenue. The district line continues west across Houston St. on the north side to include the structure on the northeast corner of the block. The boundary then turns south a few feet down Houston, and extends east along an alley for a block to include the buildings on the south side of Exchange Avenue. At Ellis St. the boundary again extends south to 24th St. and then goes east along 24th for a block jogging in the center of the south side of the street to include the old Post Office building. At N. Main the district line continues south for half a block to the end of a row of commercial buildings. The southern boundary extends the few yards to Marine Creek, follows Marine Creek to the intersection with 23rd and then continues east along 23rd until reaching the southeast corner of the Swift property.
Property: Fort Worth Stockyards Historic District
State: Texas
Working Number: 4.29.76.3245

TECHNICAL
Photos: 16
Maps: 2

CONTROL
OK: 5.3.76

HISTORIAN
Accept: W.R. Lucas
5/31/76

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

OTHER

HAER

REVIEW UNIT CHIEF
Accept: Cole
6.3.76

BRANCH CHIEF

KEEPER

National Register Write-up: 8-3-76
Federal Register Entry: 8-3-76
Send-back
Re-submit

Entered: JUN 29 1976

United States Department of the Interior National Park Service WASO No. 7
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas
Skeet Richardson Photos, Ft. Worth
October, 1961
Skeet Richardson Photos
Aerial view of the Fort Worth Stockyards
Historic District looking southeast
from 28th & N. Main toward the
Armour (1) and Swift (2) Packing
Plants. At the right of the photo,
the ell-shaped building at N. Main &
27th is the old competing packing
plant (11).
Photo #1

SKEET RICHARDSON PHOTOS
1326 No. Main St. - MA 4-4500
Fort Worth 6, Texas
OCT 25 1961
FOR ADDITIONAL PHOTOS
Order No. 1958G-131

PROPERTY OF THE NATIONAL REGISTER
Swift Packing Plant Entrance
Fort Worth Stockyards Historic District
Steve Smith November, 1975
Texas Historical Commission

South elevation of the South entrance
to the Swift Packing Plant (2).
Photo #2 12-16
Swift & Co. Main Plant Building (2)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas
Steve Smith, November 1975
Texas Historical Commission

Southwest oblique of the old Swift Packing Plant (2) presently being razed. Ruins of livestock walkway still visible.
Photo #3 4/2/16
Swift Main Office Building (3)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Steve Smith, November 1975
Texas Historical Commission

Northwest facade of Swift Office
Building (3) taken from Packers
Avenue. Packing Plant ruin in
the background.

Photo #4 of 16

JUN 2 9 1976

APR 2 9 1976

PROPERTY OF THE NATIONAL REGISTER
Stockyard Pens (4)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Bill Wood Photo, ca. 1949
Bill Wood Photo, Fort Worth

Looking east across the Stockyard Pens(4)
With Armour Packing Plant in background. Note brick floors of pens.
Photo #5 11/16

JUN 29 1976 Doc
APR 29 1976

PROPERTY OF THE NATIONAL REGISTER

BILL WOOD PHOTO
No. 13474-24-3
Livestock Exchange Building (5)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Unknown photographer, ca. 1908
Fort Worth Stockyards Area Restoration Committee--negative filed

Southwest oblique of the principal(south) facade of the Livestock Exchange Building (5).
Photo #7

JUN 29 1976    APR 29 1976
Livestock Exchange Building (5)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Steve Smith, November 1975
Texas Historical Commission

Southwest oblique of the principal facade of the Livestock Exchange Building (5).
Photo #8
Coliseum (6)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Unknown photographer, ca. 1908
Fort Worth Stockyards Area Restoration Committee---negative filed

Southeast oblique of the Coliseum (6).
Photo # 9

JUN 29 1976

APR 29 1976

PROPERTY OF THE NATIONAL REGISTER
Coliseum (6)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Steve Smith, November 1975
Texas Historical Commission

Southeast oblique of the Coliseum (6).
Photo #10
Horse and Mule Barns (7)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Mike Yancey, January 1976
Texas Historical Commission

Northwest oblique of the gates and north wall of the Horse and Mule Barns (7).
Photo #11 [Image]
Horse and Mule Barns (7)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Mike Yancey, January 1976
Texas Historical Commission

Looking south through the gates of the Horse and Mule Barns (7) revealing the individual units.
Photo #12

APR 29 1976
Horse and Mule Barns (7) and Livestock Exchange Building (5)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Mike Yancey, January 1976
Texas Historical Commission

Looking north through the gates of the Horse and Mule Barns (7) toward the Livestock Exchange Building (5).
Photo #13

PROPERTY OF THE NATIONAL REGISTER
Old Stockyards Bank (8)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Steve Smith, November 1975
Texas Historical Commission

Southeast oblique of the Old Stockyards Bank (8). The adjacent building to the west is one of the oldest hotels in the district.

Photo #14

JUN 29 1976

APR 29 1976
Commercial District (9)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas
Steve Smith, November 1975
Texas Historical Commission

Southwest oblique of the Right Hotel located at the northeast corner of Exchange & N. Main St. This marks the beginning of the commercial district that grew up to the west of the Stockyards.

Photo #15
Commercial District (9)
Fort Worth Stockyards Historic District
Fort Worth, Tarrant County, Texas

Steve Smith, November 1975
Texas Historical Commission

Typical view of the commercial district
looking eastward from the intersection of Ellis & Exchange Ave.
Photo #16 of 16
ENTRIES IN THE NATIONAL REGISTER

STATE: TEXAS

Date Entered: JUN 29 1976

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Also Notified:

Hon. John G. Tower
Hon. Lloyd M. Bentsen
Hon. Robert C. Krueger
Hon. James C. Wright, Jr.
Hon. Abraham Kazen, Jr.
Hon. J. J. (Jake) Pickle
Hon. Sam B. Ball
Hon. Jack Brooks

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director
Texas Historical Commission
P. O. Box 12276, Capitol Station
Austin, Texas 78711
August 1, 1978

Mr. John E. Hansel
Special Assistant for the Environment
Economic Development Administration
Washington, D. C. 20230

Dear Mr. Hansel:

On July 24, 1978, the Council received a determination from the Economic Development Administration that the Fort Worth Stockyard Project, Fort Worth, Texas, would not adversely affect Fort Worth Stockyards Historic District, a property included in the National Register of Historic Places. The Executive Director does not object to your determination.

A copy of your determination of no adverse effect, along with supporting documentation and this concurrence, should be included in any assessment or statement prepared for this undertaking in compliance with the National Environmental Policy Act and should be kept in your records as evidence of your compliance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320).

Your continued cooperation is appreciated.

Sincerely yours,

Louis S. Wall
Assistant Director, Office of
Review and Compliance, Denver

cc: Chairman
AC Member-Kennedy
SHPO:TX
FLO:EDA
HCRS:NR
ORC:MJKING
FILE:TX/FORT WORTH STOCKYARDS H.D./106/EDA/Economic Development
MJK:DRS 08-01-78
**NAME AND ADDRESS OF PROPERTY**

131 E. Exchange Ave., Fort Worth, Tx. 76106

**HISTORIC DISTRICT**

Fort Worth Stockyards

**STATE**

Texas

**COUNTY**

Tarrant

**NAME OF OWNER**

Stockyards Development Corp.

**ADDRESS OF OWNER**

232 Livestock Exchange Bldg.
131 E. Exchange Ave., Ft. Worth, Tx. 76106

**DATE CERTIFIED AS**

JUL 21 1978

**DATE OF REQUEST**

7-5-78

**SHPO OPINION:**

- [ ] CONTRIBUTING
- [ ] NON-CONTRIBUTING
- [ ] NO COMMENT

**REHABILITATION CERTIFICATION**

**REMARKS:**

NATIONAL REGISTER TAX REFORM ACT CERTIFICATION

WASO-155 (9/77)
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<td>(9/77)</td>
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June 27, 1980

Mr. Louis Wall
Advisory Council on Historic Preservation
Lake Plaza-South, Suite 616
44 Union Blvd.
Lakewood, Colorado 80228

Re: City of Ft. Worth, Texas
Proposed 23rd Street Improvements

Dear Mr. Wall:

The City of Ft. Worth, Texas has requested that EDA provide grant assistance to fund various improvements in Ft. Worth, Texas. Some of the improvements are located near the Ft. Worth Stockyards Historic District.

The proposed improvements have been coordinated with the Texas State Historic Preservation Officer (SHPO). The SHPO, by letter dated June 24, 1980, has determined that the proposed project would have "no adverse effects" on the Historic District. It is also EDA's determination that the proposed project would have "no adverse effects" on the Historic District.

We, therefore, request your review and concurrence of approval of the project. We suggest that the following Special Condition be provided as a requirement of the Grant Offer:

"Prior to proceeding with any phase of construction on the project, the Grantee shall provide evidence satisfactory to the Government that the final plans and specifications for the project have been reviewed and approved by the State Historic Preservation Officer."

Should you have any questions on the proposed project, please contact me at telephone number AC 512/397-5849 or FTS telephone number 734-5849.

Sincerely,

John W. Paris
Acting Regional Environmentalist
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NR Data Sheet

DATE: 5-25-76
Reviewer INITIALS: MJL
NR / Doe
JUN 29 1976

NAME AS IT APPEARS IN FEDERAL REGISTER: Fort Worth Stockyards Historic District

LOCATION:
STREET & NUMBER: Roughly bounded by 23rd, Houston, and 28th Sts., and CR tracks
CITY, TOWN: Fort Worth
STATE: Texas
VICTORY OF:
CONGRESSIONAL DISTRICT: 12th
COUNTY: Tarrant
CODE: 439

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOVT MUNICIPAL COUNTY OTHER
ADMINISTRATOR (underline):
FEDERAL (AGENCY NAME):
NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:
INTERIOR: Substantially intact-1 Substantially intact-2 Substantially intact-3
not applicable-7 not applicable-8 not applicable-9

CONDITION — GOOD FAIR

EXTERIOR: Substantially intact-1 Substantially intact-2 Substantially intact-3
not applicable-7 not applicable-8 not applicable-9

CONDITION — EXCELLENT ALTERED MOVED

ENVIRONS: Unexcavated Excavated

ACCESS—Yes-restricted Yes-unrestricted No access Unknown

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO
IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK? YES NO
IF YES, NAME:

ADAPTIVE USE: YES NO Saved?

FUNCTION (S): (use vocabulary words)
then— stockyard, store, post office, exchange, recreational area
now— warehouses, market, Post Office (1903), store, post office

food industry (factory), recreational area

SIGNIFICANCE:

ARCHAEOLOGY-PREHISTORIC
ARCHAEOLOGY-HISTORIC
AGRICULTURE
ARCHITECTURE
ART
COMMERCIAL
COMMUNICATIONS

CLAIMS
"first" YES NO "oldest" YES NO "only" YES NO

ARCHITECTURE
LITERATURE
LAW/Gov't/politics
GOVERNMENT
POLITICS/GOVERNMENT

ENTERTAINMENT
ART
COMMUNICATIONS

RELIGION
SCIENCE

HEALTH
RECREATION
SETTLEMENT
SOCIO/CULTURAL
PLANNING
ARCHITECTURAL STYLE: M/H
architect/m.builder: 
landscape/garden designer: 
interior decorator: 
engineer: 
artist/artisan: 
builder/contractor:

ETHNIC GROUP: M/H

NAMES: personal
(label role & appropriate date)

EVENTS

Richardson - designed 1st packing plant in Ft. Worth area - but only for hogs - therefore failed (1871)
A.F. Higgs - built 2nd packing plant (Continental Meat Packing Plant) 1883 - failed

H.C. Holloway - after failure of 2nd plant, managed new operation which absorbed Continental Meat Packing Plant to form the Ft. Worth Dressed Meat and Packing Company, early 1890's

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE: (OF NOMINATION) PRIVATE STATE LOCAL GOVT MUNICIPAL COUNTY OTHER FEDERAL AGENCY:

ACREAGE: (to nearest tenth of an acre)

COMMENTS: (include architectural information here)

Stockyards built 1888 to serve growing needs of Ft. Worth as major r/r/cattle center (Ft. Worth Union Stockyards)

Stockyards - 1890's
1890's - 1900 - random buildings
1902 - new exchange bldg
1907-8 - Polk Museum built - to house livestock shows, rodeos

SIGNIFICANCE: (maximum two sentences)
Ft. Worth - major town on cattle trail N; r/r to Ft. Worth in 1876 led to more activities; became r/r center, 1880's; early packing company attempts were impetus to growth of Ft. Worth

Major livestock market until 1950's.

Armour closed plant - 1962

Swift - 1970

Today - regional livestock market -
ARCHITECTURAL STYLE: NJA

ARCHITECT/m.builder:
landscape/garden designer:
interior decorator:

ETHNIC GROUP: NJA

NAMES:

(events)

Richardson- designed 1st packing plant in Ft. Worth area, but only for hogs - therefore failed (1871)

A.F. Higgs- built 2nd packing plant (Continental Meat Packing Plant) failed

H.C. Holloway - after failure of 2nd plant, managed new operation which observed Continental Meat Packing Plant to form the Ft. Worth Dresser Meat and Packing Company, early 1890's

G.W. Simpson - President of board of new company - Ft. Worth Stockyards Company 1892- 5

M.E. Niles - 1896

DATE(S) OF CONSTRUCTION (Specific date or 1/4-of-century): organized new company, Ft. Worth Packing

DATE(S) OF "MAJOR" ALTERATIONS: and Provision Co. - successful enough to create a new community - Niles City

HISTORICALLY SIGNIFICANT DATE(S):

J.O. Ogden Armour, son of Armour Co's founder, packing plants to area 1903

Swift

SOURCE:

OF NOMINATION: PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY

OTHER: FEDERAL AGENCY

ACREAGE:

(to nearest tenth of an acre)

complex including livestock exchange, coliseum, cattle pens, horse and mule barns, commercial district of hotels, saloons, and stores; ornate entrance to Swift Co. area. Armour Packing Co., Swift Co. and stockyards provided major impetus to city's development, established as leading livestock center of southwest; declined 1950's; restoration begun, 1974.

Livestock industry

Ft

Today - regional livestock market

Swift closed plant - 1962

Armour closed plant - 1950's

Maj livestock market in SW until 1950's

Maj livestock market in SW until 1950's

End long packing company attempts were hope of Ft. Worth.
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**SIGNIFICANCE**

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TX-80-0055.0056 2495-2501 N. COMMERCE ST. (EXPOSITION) FORT WORTH, TARRENT