United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Eastlake Farmers Co-Operative Elevator Company

other names/site number Colorado Milling and Elevator Company; Denver Elevators Company; Eastlake Grain & Feed; 5AM.1445

2. Location

street & number 126th Avenue and Claude Court [n/a] not for publication

city or town Thornton [ ] vicinity

state Colorado code CO County Adams code 001 zip code 80241

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ **national** ___ **statewide** _x_ **local**

Signature of certifying official Date

Deputy State Historic Preservation Officer, Office of Archaeology and Historic Preservation, Colorado Historical Society
Title State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

	private
X	public - Local
	public - State
	public - Federal

Category of Property
(Check only **one** box)

	building(s)
	District
	Site
X	Structure
	Object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
	2	buildings
		district
		site
1		structure
		object
1	2	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

AGRICULTURE / processing
AGRICULTURE / storage

Current Functions
(Enter categories from instructions)

VACANT / NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE

Materials
(Enter categories from instructions)

foundation: CONCRETE
walls: WOOD
METAL
roof: METAL
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

General Description of the Property

The 1920 Eastlake Farmers Co-Operative Elevator structure occupies a 1.2 acre site just west of the historic Town of Eastlake (originally East Lake), Colorado. Located west of the Union Pacific Railroad tracks and north of the intersection of First Street and Lake Avenue in Eastlake, the property is occupied by a total of three structure and buildings: the original 1,080-square-foot timber-frame, four-story Farmers Co-Operative Elevator with an attached 504-square-foot, three-story steel frame storage shed housing six additional steel grain bins, with over 2,100 square feet of adjoining warehouse space; and two detached one-story outbuildings. The site is adjacent to the original location of the Eastlake Railroad Depot (moved in 1958) per historic images housed in the collection of the Denver Public Library.

The property is bounded by Claude Court and open agricultural fields to the west, a large commercial structure and 128th Avenue to the north, the Union Pacific Railroad tracks and the Town of Eastlake to the east, and 124th Avenue to the south. While the original railroad spur has been removed, two northbound tracks remain extant just outside the boundary. The nominated property is not within the Union Pacific right-of-way, although the extant tracks contribute to the historic setting of the elevator. The Farmers Co-Operative Elevator itself is in fair shape, exhibiting a substantial amount of historic integrity, although the grain elevator, attached grain shed, single-story warehouse, and smaller of the two single-story outbuildings are vacant and not in use. The larger of the existing outbuildings currently functions as a beauty parlor.

MAIN ELEVATOR STRUCTURE, 1920 (Contributing) (Photographs 2, 3, 4, 5, 7)

Grain Elevator/Warehouse

Composed of three adjoining, but distinct, sections comprising an irregular rectangular plan oriented lengthwise on a north-south axis paralleling the railroad tracks, the Farmers Co-Operative Grain Elevator is a complex structure measuring 142’ north to south and 50’ from east to west at its widest point. The resource is functionally a country elevator of studded (as opposed to cribbed) construction. Stud construction is alternately known as frame or balloon-frame construction. In contrast to terminal elevators, country elevators served as local receiving elevators, receiving grain directly from farmers, and from whence raw product was transferred to a terminal elevator in Denver for shipment or sale. Engineer Robert Dunbar constructed the first recognized structure of its type in Buffalo, New York in 1843, although elevators only became widespread subsequent to the Civil War with the build-up of a concentrated rail system (Brown).

The northern 91’ length of the structure consists of a bi-level 24’-wide single-story timber frame warehouse, with approximately 2,040 square feet of total storage. Close examination of the structure reveals that the warehouse was constructed in three installments in response to growing demand for grain and related agricultural product storage. The 40’ portion of the timber-frame warehouse abutting the main elevator, however, shares a concrete foundation and similar white pine flooring, indicating that the grain elevator and initial iteration of the warehouse were constructed simultaneously in 1920.

Constructed about 2.5’ to 3’ above a poured concrete foundation, the rectangular 30’ x 36’ central section of the complex is the four-story wooden grain elevator, complete with additional metal-clad exterior bands of wood further stabilized by iron tie rods to lend rigidity to the nine original grain bins within. Attached to the elevator’s west elevation is the original 288-square-foot sales office and truck scale house, which was altered in the 1960s to house modern electrical circuitry and provide cover for an external grain auger and ancillary equipment. The auger was added to efficiently move product from the external concrete grain dump located between the original scale house and the 320-square-foot embedded truck scale (no longer extant), where grain deliveries were “weighed in” in the same manner as with pit scales in turn-of-the-century elevators. This exterior truck scale is the oldest and smaller of two scales utilized during the elevator’s operation. However, all scale apparatus and weights were removed in the 1990s.

Grain Elevator/Warehouse – North Elevation

The north elevation is clad in metal at the first floor of the warehouse and has no windows. The only penetration in this wall is the steam pipe that fed heat to the concrete outbuilding nearby. A large 12’ x 12’ inward-opening door covered in corrugated metal is the main entrance to the elevator and grain pits within. The north elevation of the attached shed-roofed original office also features metal-clad inward-opening doors. This elevation boasts the faded name of a subsequent owner, Denver Elevators, visible in black paint. At the extreme eastern side of the north elevation, atop the

warehouse roof, is an old grain mixer with a visible outboard engine. Finally, the north elevation exhibits the bare wood plank walls of the head house. A window opening in the head house is clearly visible.

Grain Elevator/Warehouse – South Elevation

The dominant feature of the south elevation is the large 12'-high overhead truck door that is raised vertically by a cable system from within the elevator. This alteration replaced inward-opening truck doors following years of abuse. The southwest portion of the first floor additionally features a second 12'-high wooden door, which historically permitted trucks to enter to load and unload grain. This door has been permanently fixed by the current owner to discourage vagrants. Above this second doorway, the steel-frame shed and two circa-1962 Columbian grain bins are exposed to the elements, as metal cladding has been only partially set as a wall in this portion of the elevation. The eastern half of the south elevation is fully clad in corrugated metal, with one small opening cut about 15' off the ground. It is likely that this opening once allowed grain to be spouted to the exterior, for it does not appear to serve as a window. The distributor, multiple grain spouts, and the old dust collector atop the south shed addition roof remain extant. A four-paneled pedestrian door in the south elevation serviced the original sales office.

Grain Elevator/Warehouse – East Elevation

The complex east elevation faces onto the railroad tracks. This elevation is fully clad in metal to protect against fire. The southern portion of the elevation is the east wall of the shed addition and has a long, narrow opening about 5' off the ground. The opening has a wood frame with slats held together with small hinges. A grain downspout is recognizable, running from the shed addition bin to load rail cars. Above this spout is a large opening that has been infilled with wood. Multiple metal panels are missing near the roofline of the shed.

The central grain elevator portion of the east elevation boasts the character-defining exterior timber banding clad in metal that identifies American studded grain elevator construction. A sliding barn-style door on metal casters is set about 3.5' above the level of the ground to offer easy loading of sacked grain products into rail box cars. A one-over-one double-hung window is extant behind the metal cladding to the left of the barn-style door. A second opening served as a window above the work bench located in the elevator. The fourth floor of this elevation is the elevator's monitor or head house, which has a large wood-framed opening to the east. The largest opening on the east elevation extends from just below the surface of the ground to the bottom of the timber floor. This opening was necessary to connect the railroad grain auger to the elevator boot and leg. One of the most evocative features of the remaining elevator apparatus is the articulated grain spout still hanging from the delivery chute, extending from the rail side bins.

The 1920s warehouse portion of the complex's east elevation boasts a barn-style opening above the concrete foundation covered with metal cladding. This door would have historically permitted loading and unloading either into rail cars or trucks. Three window wells, shielded by wooden slats added later, penetrate in the warehouse foundation. Exposed bolts and washers capping rebar reinforcements are noted on the exterior of the basement foundation. To the north, additional multiple barn-style doors penetrate the wall elevation at ground level. These operate on casters, rolling away to permit truck entry. One small wood-framed window opening is located at the extreme north end of the east elevation.

Grain Elevator/Warehouse – West Elevation

The west elevation faces onto Claude Court. Moving from north to south, the warehouse building is fully clad in metal, with two rolling barn doors on casters permitting entry into the north half of the warehouse. A pedestrian door, fully clad in corrugated metal, also exists. On the west face of the warehouse, two sets of inward opening shed-style doors set in wood frames with wood lintels allow for easy loading and unloading to flatbed trucks. The elevator portion of this elevation is dominated by the sloped one-story shed-roofed original office and truck scale house. One one-over-one-light double-hung sash and twin four-light windows formerly faced onto the truck scale, permitting management to oversee incoming grain loads. The timber banding typical of studded grain elevators is pierced by a large window opening in the western elevation of the monitor house. Two large electrical circuit boxes are affixed to the extreme southwest corner of the elevator. The grain shed's western façade is metal clad up to approximately 12' in height. The Columbian grain bins dominate to the roofline.

Shed Addition

One of the disadvantages of frame-constructed rural grain elevators was the difficulty of adding storage to the existing structure. Once built, frame grain elevators were fully self-contained, meaning that facility expansion can only occur by addition to the exterior of the complex. After a number of years of bumper crops in the late 1950s and continuing high yields in the early 1960s, the Farmers Co-Operative Elevator Company decided to expand its grain operations. In 1962, the southernmost portion of the complex was built as an addition. Comprised of a three-story, 21' x 24' steel-frame grain

shed, with its own dedicated distributor and elevator leg, grain mixer, and dust bin, this addition appears to have been able to operate independently of the main elevator structure. This shed-roofed addition houses five cylindrical, Columbian brand corrugated steel storage bins, one Mancor brand smooth steel bin, and one corrugated metal mixing hopper.

Roof

The complex roof on the elevator structure consists of a hipped roof on three sides, with a sloping front gable roof topping the monitor house. The original sales office attached to the west elevation has a projecting one-story shed roof. The east elevation of the grain elevator was built flush with the monitor house without a hipped roof to maximize storage in the grain hoppers adjacent to the rail spur, no longer extant. This allowed for the most efficient delivery of grain to waiting rail cars. The Union Pacific Railroad still makes weekly deliveries to customers located along this double-tracked rail line, located slightly less than 30 feet from the east elevation of the Farmers Co-Operative Grain Elevator and contributing to the historic setting.

The warehouse has a low-slope gable roof across 68' of its 85' total length. The most recent 16' addition to the warehouse on its north end boasts a more steeply pitched gable roof to allow for greater overhead storage, which prompted roof repairs to expand overhead storage atop another 24' portion of the warehouse.

The southernmost metal addition to the elevator complex has a low-slope shed roof made of sheet metal. Except for the north elevation of the monitor house, with its exposed timber planks, the exterior of the entire complex, including all roof slopes, is finished with either corrugated steel or sheet metal.

Interior

A majority of the components that convey a sense of how grain flowed through the Farmers Co-Operative Grain Elevator remain intact, most notably the grain bins themselves. Other key features include the massive yellow pine posts and beams that form the heavy timber superstructure prevalent in early-twentieth-century rural grain elevator design. Large 8"x 8" timbers joined with 2"x 8" planks on four sides work in conjunction with a poured concrete foundation and timber-reinforced flooring system to withstand the immense pressure exerted by thousands of pounds of stored grain and the associated machinery. Timber structural elements are fixed and bolted with heavy iron hardware, brackets, and bolts. Interior walls throughout the building are built with 2"x 6" and 2"x 4" studs and faced with 1"x 6" wood planks.

The western third of the elevator building's interior floor area consists of a concrete driveway with embedded iron grates that separate the original office and scale house from the internal grain operations. Situated atop the sunken pit auger, a farmer would unload unprocessed grain through the embedded iron grates after passing initial quality control tests, including a visual inspection for excess weeds or other foreign plant material, insects, and mold. A probe test would also have been completed to measure the grain's moisture content, which would be taken into consideration when determining the amount to pay a farmer for his product.

The most prominent extant feature on the operating floor is a large wooden grain hopper, in which stored grain spouted from overhead bins would have been weighed before being sent down a chute through the floor to the boot for re-distribution via the elevator hopper leg to another grain bin, truck, or rail car for delivery. Although no longer extant at this site, a large beam scale would have historically accompanied this hopper device for "weighing out" purposes. This hopper and scale combination allowed early operators to weigh accurately the hopper's contents before distribution to a customer. Although this was a laborious and time-consuming method of grain handling when fulfilling a large order, this process minimized measurement inaccuracies during the early decades of the 1900s.

The elevator does contain its original overhead cast-iron fly wheel, which helped drive the large belt system that ran the facility, originally powered by steam in the 1920s. This is further evidenced by numerous water pipes, valves, and other equipment in the basement as well as the labyrinth of pipes that exit the basement up through the floor on the interior north wall of the elevator. Also extant in the main elevator building are numerous wooden box chutes, both metal-lined and unlined, and cylindrical metal grain chutes and spouts. Two hand-cranked iron distributor wheels also remain, with numbers affixed to each indicating available distributing chutes and grain pathways. One of these hand-operated distributor wheels is an elegant piece of iron craftsmanship with an attached foot pedal release, likely installed circa 1920 for the original structure.

The elevator leg is intact and served as the primary grain-lifting mechanism within the Farmers Co-operative Elevator.

The leg is comprised of a rubber belt which runs over two fly wheels or pulleys, one located in the boot, and one in the head house. At regular intervals along its length, the elevator leg has attached metal scoops, which conveyed the grain up to various bins. The elevator leg's fly wheel and its associated tension-adjusting armature is in good condition in the basement. A small portable grain conveyor also remains extant.

The nine original grain bins within the elevator building differ in size based on their assigned function and placement within the building. The three grain bins to the west, situated above the tipping floor grates and pit auger, are 10'-wide by 12'-deep and about one-story tall. These bins most often stored mixed grain products, such as molasses-coated oats and barley, which would be loaded into waiting trucks in the same location where farmers would initially dump raw grain products. Each of these three bins have been fitted with two spouts, which may signify an alteration that allowed management to store up to six different mixed grain products in each bin as needed. The three bins located in the southeastern portion of the facility are narrower at 8'-wide by 10'-deep, but extend from the basement to the elevator's roof. These bins were used for long-term storage of a single grain. The two 10' x 12' bins found on the east side of the building closest to the railroad tracks appear to have been altered from their original single-grain storage function through "quartering." Quartering was a technique employed by early-twentieth-century grain elevator managers, whereby a single grain bin with one spout was retrofitted with interior separators to create four equally sized storage compartments each with its own spout. This increased the number of grain products that could be stored independently within the facility, allowing for more varieties of mixed products made to customer specifications. The final grain bin, found on the north wall, was originally 10' x 12', but was either been partially torn out by previous owners or has failed due to deferred maintenance. The smooth interior of all individual grain bins are constructed of stacked plywood sheets strengthened by horizontally-placed exterior timbers penetrated by tie rods to keep these balloon-frame storage areas from splintering during loading and long term storage.

As a shed addition to the main structure, the original office and truck scale house has been significantly altered but still contributes to the history of evolving use at the site. Half of the floor was removed to provide room for the auguring device that was installed to move grain from the exterior grain dump, located on the west side of the elevator between the truck scale and the building, to the boot. The other half of the space was repurposed to house a bank of modern electrical panels that powered various augers and other mechanical devices when the facility was upgraded in the 1960s.

Warehouse, ca. 1920 (Photograph 3)
As evidenced by the solidity of the reinforced concrete foundation, the white pine wood floor of the warehouse was engineered to withstand the bulk storage of thousands of pounds of grain. Timber-frame construction with wood plank and weatherboard walls made for an inexpensive, yet sturdy, storage space. Although much of the original equipment housed in the warehouse has been removed, a small portable scale for weighing sacks of grain remains. Metal supports and the baffled downspout from a grain mixer, powered by a small exterior-mounted engine, is still affixed to the roof of the 1920s portion of the warehouse. This early portion of the warehouse was built about 3' above grade to allow for the easy loading of grain-filled gunny sacks onto flatbed trucks. This also permitted a full basement, which still houses the rusting remains of the water pumps and valves that attached to early steam engines powering the operation's grain augers and the circa-1930s Kritzer overhead space heater, before electrical upgrades made steam obsolete. A steam pipe dressed in asbestos extends the length of the warehouse, continuing to the concrete block outbuilding just to the north. Later portions of the warehouse are of basic utilitarian construction; either slab-on-grade or barn-style, with wood walls clad in sheet metal. Vandals have stripped the entire building of the copper wiring and other salvageable metals.

OUTBUILDINGS (Non-Contributing)
Expansions of agricultural-industrial facilities are most often born of functional necessity. The same can be said of the two detached outbuildings located to the north of the main elevator that supported operations at the Farmers Co-Operative Grain Elevator complex. While neither is fifty years old at the time of nomination, the buildings were nonetheless integral to the continued function of the elevator through the 1980s.

Machine Shop/Tool Shed, 1962 (Photograph 12)
Built in 1962, the smaller of the two outbuildings is a single-story, 280-square-foot concrete block building built on a concrete slab-on-grade foundation and surmounted by a front-gable roof. Concrete block was a logical building material choice, as it is both sturdy and inexpensive. Fireproof, it also prevented wayward sparks escaping the metal shop from accidentally igniting the highly flammable grain dust in the nearby warehouse and elevator. Initially used as a storage shed for the grain operations tools, air compressor, welding equipment, and other implements, this utilitarian building also housed upgraded electrical circuitry for the entire operation. More importantly, the building also served as an on-site

machine shop. Construction resulted in significant cost savings as machinery repairs could thereafter be completed on site.

Long since removed, evidence of wood-framed service doors and the remnants of three circa-1950s aluminum-framed slider windows remain atop a single row of corbelled brick which forms an exterior sill. A window was included in each of the building's elevations except to the south, nearest the warehouse, as additional insurance against fire. A 48-square-foot concrete block addition on the north elevation housed a bathroom, shower and sink. At the time of this circa-1960s addition, the building was retrofitted with natural gas, as evidenced by cuts in the concrete floor and the extant meter found on the north side of the building. A small ribbon of concrete sidewalk connects this small outbuilding with a later outbuilding to the north, suggesting that the building may have also served in a limited role as a small office in the early 1960s.

Scale House and Sales Office, 1965 (Photographs 11, 13)
The larger outbuilding was purpose-built in 1965 just north of the machine shop in response to operational constraints posed by the physical location of the old, undersized truck scale and sales office, which was attached to the grain elevator's west elevation. This 900-square-foot brick building, which became the new sales office and scale house for a larger 780-square-foot truck scale capable of weighing semi-trailer trucks, is, according to oral histories, a modified Perl-Mack home. This outbuilding served expanding operations at the Farmers Co-Operative Grain Elevator well, allowing management to repurpose the original office and truck scale to further operational efficiency at the elevator. After remaining vacant for a time, the building has been repurposed as a hair salon and beauty parlor.

8. Statement of Significance

Applicable National Register Criteria

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

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [X] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- [ ] A owed by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

COMMERCE
INDUSTRY
ENGINEERING

Period of Significance

1920 – 1960

Significant Dates

1920

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance

The Eastlake Farmers Co-Operative Grain Elevator is locally significant as an embodiment of High Plains industrial agriculture between 1920 and 1960 in rural Adams County. During this period of improving agricultural technologies and transportation advances, the Eastlake Farmers Co-Operative Grain Elevator reflects the shifts from rail to truck transportation and from single-grain to multiple-grain storage. As agricultural markets moved away from a focus solely on wheat grain processing, local producers also shifted their attention to sugar beets cultivation and then to livestock feed production. To accommodate these changes, elevator management altered the make-up of the storage capacity within the complex, increasing the number of individual products that could be offered to its customers. The continuity of operations at the Eastlake Farmers' Co-Operative Grain Elevator between 1920 and 1960 is testimony to this agricultural-industrial complex's integral role in the economy of Eastlake and the surrounding region. This rural elevator served between 12 and 15 large grain producers and many small agricultural operations. It boasted a storage capacity in excess of 14,100 bushels of grain, thereby making a significant contribution to the economic well being of the Town of Eastlake and rural Adams County.

Statement of Significance Summary

The 1920 Farmers Co-Operative Elevator is the only extant grain elevator in Eastlake and locally. This well-preserved example of a timber-frame, rural grain elevator stands in stark contrast to the encroaching suburban development that surrounds Eastlake. The Farmers Co-Operative Elevator is a fine example of the economical, widespread contemporary studded elevator construction technique, a specialized architectural response to the introduction of standardized lumber in the early twentieth century. The Farmers Co-Operative Elevator, in conjunction with nearby agricultural enterprises, stimulated the local economy from its construction in 1920 through the late 1980s by providing high-quality goods and services to nearby farm families and large grain companies. The Farmers Co-Operative Elevator is a valuable and evocative representation of the agricultural, economic, and engineering history of early-twentieth-century rural Adams County. The Eastlake Farmers Co-Operative Elevator is locally significant under Criterion A for Commerce and Industry and Criterion C for Engineering during the period between 1920 and 1960.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

Criterion A: Commerce and Industry
The construction and operation of the Farmers Co-Operative Grain Elevator, constructed to the west of the Union Pacific Railroad tracks in Eastlake in 1920, not only made a significant contribution to the social and economic well-being of Eastlake and rural Adams County for several decades, it also signifies a prominent pattern of town planning, oriented to the railroad, that dominated western agricultural communities across the United States in the early twentieth century. Grain operations at the Farmers Co-Operative Grain Elevator continued until the mid-1980s, although, by that time, most grain stored on-site was housed in new portable steel silos; meanwhile, the historic elevator began to fall into disrepair. After serving the inhabitants of Eastlake and agricultural producers in a 10 to 12-square-mile radius for almost seventy years, the Farmers Co-Operative Grain Elevator doors ultimately closed for business. Shortly thereafter, in 1990, the Town of Eastlake requested annexation by the City of Thornton in order to receive more consistent utility services. The closing of the elevator effectively symbolized the end of a waning agricultural economy in Eastlake. Still surrounded by open land today, The Eastlake Farmers Co-Operative Grain Elevator retains integrity of its historic setting, location, feeling, and association virtually unchanged, remaining a highly visible landmark reminding passersby of the fundamental historic importance of agriculture to the region. The property also retains its essential integrity of materials and design.

Criterion C: Engineering
The prominent 30' x 36' central section of the Farmers Co-Operative Grain Elevator complex is an excellent example of traditional rural studded grain elevator construction, complete with character- defining exterior

bands of wood penetrated by iron tie rods lending rigidity to the original grain bins within.

The Farmers Co-Operative Elevator is one of only two studded elevators extant in Adams County and the only one which connects Eastlake to its agricultural roots. As such, the Eastlake Farmers Co-Operative Grain Elevator is locally significant under Criterion C for Engineering.

Developmental history/additional historic context information

Eastlake

The earliest known reference to Eastlake dates to an 1899 map depicting East Lake Farm owned by the Denver Land Company and situated to the east of the present-day town. In 1905 John Frank Church and Andrew Morrison Patten purchased over 1500 acres from Judge Charles Toll's Estate, in the vicinity of Eastlake, with the intent to bring irrigation from the mountains and encourage farming in Adams County. The two men soon formed the Eastlake Investment Company (also referenced as the Eastlake Land Development Company) and began subdividing land and selling plots to farmers. The Union Pacific Railroad through the area was built by 1907 and began daily service to Eastlake on November 11, 1908. Through an agreement with Patten, the railroad company agreed to survey the town and grade the street system in exchange for right-of-way through Patten's land holdings in 1911 (*Forgotten Past of Adams County*).

With its orientation dominated by the presence of the railroad, this type of town is typically referred to as a "T-town," in which the town's main street no longer crossed the railroad tracks, but ran parallel to them. Throughout the early-twentieth-century West, this expression of urban street grid-based town building simultaneously reduced at-grade accidents with passing trains and solved the problem of a town growing unevenly on one side of the tracks or the other. At the same time, by removing the tracks to one side of the community, they were less visually prominent. Other Colorado agricultural communities exhibiting this type of "T-town" settlement pattern, platted along rail main lines with grain elevators situated immediately outside of town, include Pritchett, Julesburg, and La Junta.

With rail established, farmers enjoyed a direct link to Denver cattle and grain markets and cheaper, standardized construction materials. A group of local farmers and businessmen soon came together and built the first Eastlake grain elevator in 1914, which served the local agrarian population alongside the 1920 Farmers Co-Operative Elevator (the subject of this nomination) through the late 1980s, when it was demolished by fire.

Farmers Co-Operative Grain Elevator

Incorporated by eight local farmers--Fred Holick, J. C. FritzGerald, J. E. Whytal, J. Bruce Smith, John H. Farmer, Thos. E. Cundall, W. H. Clark, Niels C. Hansen, Jesse D. Flint, and John Lauridson--in 1919, the East Lake Farmers Co-Operative Elevator Company constructed its elevator and began operating by 1920. The company held $50,000 of capital stock raised through the sale of 500 shares priced at $100 per share. The articles outlined on the Certificate of Incorporation described the following objectives:

> (…) (a) The conversion and disposal of all agricultural products by means of mills, factories, elevators, stores, or otherwise, by wholesale and retail. (b) Buying and shipping and storing grain or otherwise dealing in same. (c) Cleaning and handling grain for its members and others. (d) Manufacturing and marketing of farm products. (e) Buying and selling of lumber, coal, flour, fruits, farm supplies, and other merchandise, including livestock, for mutual benefit of its stockholders, and other union members, and such other benefits as the shareholders may direct.

As evidenced by the second article, the original elevator was not limited to the grain trade, although accessibility to the Denver marketplace remained critical, just as the railroad's presence also facilitated settlement of East Lake. In 1920, the Farmers Co-Operative Elevator was the "new and improved" elevator serving the community members in Eastlake and regional farmers. Long-time and former Eastlake residents still refer to the Farmer's Co-Operative elevator as the "new elevator."

Inspection of Adams County Assessors Records beginning in 1921 reveals changing evaluations and ownership stakes in the Farmers Co-Operative Elevator. Records indicate that the elevator maintained the moniker Eastlake Farmers Co-Operative Elevator Company through 1934, a full five years past the required renewal of the original Certificate of Incorporation. Adams County records do not reveal an assessed value of the elevator in 1935. However, an ownership change and assessment are noted in 1936-1937, when Hopkins Lumber & Mercantile Company took possession of the Farmers Co-Operative Elevator business and all of its associated improvements. Howard Snydal, noted as manager of the Hopkins Lumber Yard in the Town of Eastlake at this time, was also the manager of record of the Farmers Co-Operative Elevator beginning in 1934. Snydal eventually became owner-operator of the elevator between 1940 and 1946. Interviews with members of the Snydal family reveal that the Farmers Co-Operative Elevator concern was sold in 1946 or 1947. However, the family remained owner of the lumber yard until 1993. Lumber milling operations at Hopkins Lumber Yard did not substantively alter or impact grain elevator operations.

No assessment is recorded for improvements between 1946 and 1948, but another ownership change to the Colorado Milling and Elevator Company is noted in 1949. This ownership was short lived, lasting for only a year or two. Additional research indicates that a significant amount of consolidation of grain elevator operations began after World War II. In the greater Denver region, the Colorado Milling and Elevator Company was acquired by, or consolidated into, the Denver Elevators Company, as noted in the Colorado State Business Directory, beginning in 1950. Denver Elevators is noted as the owner-operator of the Eastlake complex through 1962, when they were bought out by a concern named the Eastlake Grain & Feed operation.

The application of improved farming techniques and favorable weather resulted in increased crop yields in the late 1950s and early 1960s, which, coupled with ever-improving road networks, lead farmers to employ larger trucks to deliver their grain to market. High-volume road-oriented surface transportation inevitably rendered obsolete the smaller truck scale and sales office in front of the elevator. In 1965, the Carlson Brothers, a land-rich and savvy development family, had the new truck scale and sales office at Eastlake Grain & Feed constructed.

Perl-Mack Enterprises, Inc., comprised of principals Jordon Perlmutter, Samuel Primack, and William Morrison, operated in the Denver area between 1951 and 1983. By 1953, the company began large volume construction of residences, with three housing projects during 1954 alone. The 1955-1959 Westminster development, Perl-Mack Manor, comprised 2300 homes on fifteen residential plat filings. By 1958, the company focused on five models, both with and without carports. The next year it began construction on its vast Northglenn development, which included a variety of community amenities and was widely publicized in contemporary lifestyle and building journals. Northglenn is in close proximity to the East Lake grain elevator site. 1962 subsequently saw the creation of Southglenn and Montebello. Ultimately, between 1952 and 1962, Perl-Mack constructed approximately 5000 homes in the Denver area and the company was one of the top five of the country's largest developers. Through 1983, the company was responsible for more than 22,000 single-family and multi-family homes in addition to related amenities (Office of Archaeology and Historic Preservation).

However, grain operations waned through the late 1970s, as markets began to sour and large corporate grain and feed concerns caused many older farming families to sell their land holdings to suburban developers. The mid-1980s brought the last deliveries of grain to the once bustling Farmers Co-Operative

Grain Elevator. The complex was vacated and shuttered in the early 1990s. Only the northernmost outbuilding is in use today.

On December 20, 2001, the City of Thornton bought the land under the Farmers' Co-Operative Grain Elevator from the Union Pacific Railroad. Less than a year later, the City bought the grain elevator and associated structures from Mr. Lee Carlson. At present, the Thornton City Council contemplates potential adaptive reuses for the Farmers Co-Operative Grain Elevator, including, but not limited to, a local history museum and restaurant.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Adams County, Colorado, Clerk and Recorder. "Plat of Eastlake: Book 1, Page 32 ." *Eastlake, Adams County, Colorado .* Brighton, Colorado: Adams County, Colorado Clerk and Recorder, 1911.

Assessors, Adams County. "Section, Township, and Range Book." 1922-1928.
—. "Section, Township, and Range Book." 1929 - 1940.
—. "Section, Township, and Range Book." 1941 - 1948.
—. "Section, Township, and Range Book." 1949 - 1952.

Brown, William J. "American Colossus: The Grain Elevator." http://american-colossus.blogspot.com/2009/03/introduction-to-book.html

Carney, George O. and Cynthia Savage, ed. "Grain Storage and Processing Facilities in Western Oklahoma." National Register Multiple Property Documentation Form. Stillwater: Oklahoma State University, 2000.

Castaneda, Tonja Dillon. *Images of America: Thornton.* Chicago: Arcadia Publishing, 2008.

Christensen, Kris. *Eastern Plains and Front Range Grain Elevators of Colorado.* Denver: University of Colorado, 2009.

City of Thornton. "Purchase and Sale Agreement." November 13, 2002.

Company, Eastlake Farmers' Co-Operative Elevator. *Certificate of Incorporation.* Eastlake, Colorado: Adams County Colorado, April 12, 1919.

Durland, Eddie, oral interview by Robert R. Larsen. *Former Eastlake Resident* (October 26, 2009).

Egan, Gayle "Clint", oral interview by Robert R. Larsen. *Lifetime Eastlake Resident* (August 12, 2009).

Forgotten Past of Adams County. Volume 1. Thornton: Thornton High School, 1978.

Front Range Research Associates, Inc. "Historic Buildings Survey: Eastlake Neighborhood, Thornton, Colorado." Denver: June 2000.

Green, George, oral interview by Robert R. Larsen. *Former Eastlake Resident* (October 26, 2009).

Hemphill, D. N. Donaldson and Perry V. *Operating Practices of Farmers' Cooperative Elevators in Colorado.* Fort Collins: Colorado Agricultural College, 1932.

Ketchum, Milo Smith. *The design of walls, bins, and grain elevators .* New York: Engineering News Publishing Company, 1907.

Lamberston, Glenn, oral interview by Robert R. Larsen. *Lifetime Adams County Resident* (August 13, 2009).

Landiscor Aerial Information, Incorporated. "Aerial Photo Map G-14." *Landiscor - Denver .* Thornton , Colorado: Landiscor Aerial Information, Inc. , 1984.

Landiscor Aerial Information, Incorporated. "Aerial Photo Map G-14." *Landiscor - Denver .* Thornton , Colorado: Landiscor Aerial Information, Inc. , 1987.

---. "Aerial Photo Map G-14." *Landiscor - Denver .* Thornton , Colorado: Landiscor Aerial Information, Inc. , 1988.

---. "Aerial Photo Map G-14." *Landiscor - Denver .* Thornton , Colorado: Landiscor Aerial Information, Inc. , 1991.

---. "Aerial Photo Map G-14." *Landiscor - Denver .* Thornton , Colorado: Landiscor Aerial Information, Inc. , 1993.

---. "Aerial Photo Map G-14." *Landiscor - Denver .* Thornton , Colorado: Landiscor Aerial Information, Inc. , 1994.

---. "Aerial Photo Map G-14." *Landiscor - Denver .* Thornton , Colorado: Landiscor Aerial Information, Inc. , 1995.

Mahar-Kelpinger, Lisa. *Grain Elevators.* New York: Princeton Architectural Press, 1993.

McClure, Louis Charles. *East Lake, Colorado*. Photograph, ca. 1900-1920. History of the American West, 1860-1920: Photographs from the Collection of the Denver Public Library.

Nelson, Haley, Patterson & Quirk Engineering Consultants. "Eastlake Subdivision, Kabert and Ray Amendments ." *Aerial Photo of Eastlake, Colorado for Adams County Assessor.* Eastlake , Colorado: Nelson, Haley, Patterson & Quirk Engineering Consultants, November 1, 1976.

Office, Adams County Assessors. "Real Estate Appraisal Card --- Rural Master." *Denver Elevator Company (Eastlake).* Eastlake , Colorado: Adams County Assessors Office, 1956.

—. "Real Estate Appraisal Card --- Rural Master." *Eastlake Grain & Feed Company.* Eastlake , Colorado: Adams County Assessors Office, 1962.

“Perl-Mack Enterprises, Inc. [Jordon Perlmutter, Samuel Primack, William Morrison].” Builders of Colorado Biographical Sketch. Denver: Office of Archaeology and Historic Preservation, Colorado Historical Society, 2006. http://coloradohistory-oahp.org/guides/builders/pdfs/Perl-Mack_Enterprises.pdf

Railroad, Union Pacific. "Station Map of Eastlake ." *Station Map of Eastlake, Colorado (annotated).* Golden , Colorado: Union Pacific Railroad Records, in the files of the Colorado Railroad Museum, 1919.

Shaw, Brian. Colorado Cultural Resource Survey Architectural Inventory Form: Farmers Co-Operative Grain Elevator. Denver: URS Corporation, 25 Apr 2008.

Sladek, Ron. “Windsor Milling & Elevator Co. Building.” National Register Nomination. Denver: 1998.

Swaize, Dean, oral interview by Robert R. Larsen. *Former Eastlake Resident* (October 26, 2009).

Swaize, Lloyd, oral interview by Robert R. Larsen. *Former Eastlake Resident* (October 26, 2009).

Wagner, Albin. *Adams County: Crossroads of the West, Volume I.* Brighton CO: Adams County Board of County Commissioners, 1978.

—. *Adams County: Crossroads of the West, Volume II.* Brighton, CO: Adams County Board of County Commissioners , 1978.

Wiesend, Lance. "Country woodframe grain elevators of the Oklahoma Panhandle." National Register Multiple Property Submission. Stillwater: Oklahoma State University, 1982.

Witthar, John, oral interview by Robert R. Larsen. *Eastlake Resident* (October 26, 2009).

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____

Primary location of additional data:

x___State Historic Preservation Office
____Other State agency
____Federal agency
x___Local government
____
____
repository: _____

Historic Resources Survey Number (if assigned): 5AM.1445; 5AM.2157

10. Geographical Data

Acreage of Property 1.2
(Do not include previously listed resource acreage)

UTM References
(Place additional UTM references on a continuation sheet) (NAD 27)

The UTMs were derived by OAHP from heads up digitization on Digital Raster Graphic (DRG) maps provided to OAHP by the U.S. Bureau of Land Management.

	Zone	Easting	Northing			
1	13	5031599	4419328			
2						

Verbal Boundary Description (describe the boundaries of the property)

The boundary extends around the grain elevator, located at 12650 Claude Court, from: Claude Court to the west, to First Street on the east, to 124th Avenue on the south, to 128th Avenue on the north. The legal lot description is P.M.6, Township 1S, Range 68W, NW1/4, SE1/4, NE1/4.

Boundary Justification (explain why the boundaries were selected)

The nominated property includes, and is limited to, the land and improvements within the boundaries described above. These boundaries were selected due to the fact that they include all of the significant features on the property that were historically associated with the Farmers Co-Operative Grain Elevator operation, including the buildings and surrounding grounds vital to the setting and historic integrity of the property as a whole.

11. Form Prepared By

name/title Robert R. Larsen, Policy Planner II and Amy Schmaltz, Policy Planning Intern III (for property owner)

organization City of Thornton date 27 October 2009

street & number 9500 Civic Center Drive telephone 303.538.7442

city or town Thornton state CO zip code 80229

robert.larsen@cityofthornton.net

Additional Documentation

Submit the following items with the completed form:

Maps: A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

Continuation Sheets

Additional items: (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Eastlake Farmers Co-Operative Elevator Company
City or Vicinity: Thornton
County: Adams **State:** Colorado
Photographer: (see below)
Date Photographed:
Description of Photograph(s) and number:

Photograph 1 of 15. Topography and physical environment surrouding Farmer's Co-Operative Grain Elevator. View from the west. Photographer: Heath W. Klein; January 11, 2009; disk available at City of Thornton.

Photograph 2 of 15. View of the south and east elevations of the Farmer's Co-Operative Grain Elevator complex looking north along the railroad tracks. Photographer: Robert R. Larsen; June 29, 2009; disk available at City of Thornton.

Photograph 3 of 15. View of the west elevation of the Farmer's Co-Operative Grain Elevator. Photographer: Robert R. Larsen; June 29, 2009; disk available at City of Thornton.

Photograph 4 of 15. View of the original sales office on the west elevation of the Farmer's Co-Operative Grain Elevator. Photographer: Robert R. Larsen; June 29, 2009; disk available at City of Thornton.

Photograph 5 of 15. View of the south elevation of the Farmer's Co-Operative Grain Elevator looking north. Photographer: Robert R. Larsen; August 10, 2009; disk available at City of Thornton.

Photograph 6 of 15. View of the distributor mechanism, distribution chutes, and dust bin atop the storage shed addition and part of the roofline of the east elevation of the Farmer's Co-Operative Grain Elevator. Photographer: Robert R. Larsen; June 29, 2009; disk available at City of Thornton.

Photograph 7 of 15. View of the north elevation of the Farmer's Co-Operative Grain Elevator. Note the bare north wall of the monitor house. Photographer: Robert R. Larsen; June 29, 2009; disk available at City of Thornton.

Photograph 8 of 15. View of the Farmer's Co-Operative Grain Elevator interior looking east from the sales office. Note the yellow pine timber frame construction. Photographer: Robert R. Larsen; June 29, 2009; disk available at City of Thornton.

Photograph 9 of 15. View of the elevator interior; yellow pine grain hopper/cleaner. Photographer: Amy Schmaltz; October 20, 2009; disk available at City of Thornton.

Photograph 10 of 15. View of the Farmer's Co-Operative Grain Elevator interior; overhead metal lined wooden box chute extending from bin over driveway. Photographer: Robert R. Larsen; June 27, 2009; disk available at City of Thornton.

Photograph 11 of 15. View of the west and north elevations of the Farmers Co-Operative Elevator's warehouse, the 1962 machine shop, and the 1965 sales office and truck scale house. Photographer: Amy Schmaltz; August 10, 2009; disk available at City of Thornton.

Photograph 12 of 15. View of the south and east elevations of the 1962 machine shop to the north of the warehouse. Photographer: Robert R. Larsen; June 30, 2009; disk available at City of Thornton.

Photograph 13 of 15. View of the north and west elevations of the 1965 sales office and truck scale house and the 1965 embedded semi-trailer truck scale. Photographer: Robert R. Larsen; August 10, 2009; disk available at City of Thornton.

Photograph 14 of 15. View of three covered augers and their metal downspouts in elevator basement. The grain boot, and a portion of the bottom of the elevator leg are also visible . Photographer: Robert R. Larsen; October 23, 2009; disk available at City of Thornton.

Photograph 15 of 15. View of the articulated grain spout used to fill rail cars attached to the east elevation of the Farmers Co-Operative Grain Elevator. Photographer: Robert R. Larsen; June 30, 2009; disk available at City of Thornton.

Property Owner:

(complete this item at the request of the SHPO or FPO)

name City of Thornton

number Civic Center Drive telephone 303.538.7295

city or town Thornton state CO code 80229

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. fo the Interior, 1849 C. Street, NW, Washington, D.C.