NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

RECEIVED 2280
SEP 12 1997
NAT. REGISTER OF HISTORIC PLACES

1213

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 determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Railway Exchange Addition and Railway Exchange New Building

other names/site number Title Building; Reszels Building; 5DV525/5DV515

2. Location

street & number 1715 Champa Street and 909 17th Street [N/A] not for publication

city or town Denver [N/A] vicinity

state Colorado code CO county Denver code 031 zip code 80202

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 [ ] nationally [ ] statewide [X] locally.
(See continuation sheet for additional comments [ ].)

State Historic Preservation Officer September 2, 1997
Signature of certifying official/Title Date

State Historic Preservation Office, Colorado Historical Society
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.
(See continuation sheet for additional comments [ ].)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

[ ] entered in the National Register
See continuation sheet [ ].
[ ] determined eligible for the National Register
See continuation sheet [ ].
[ ] determined not eligible for the National Register.
[ ] removed from the National Register
[ ] other, explain
See continuation sheet [ ].

for Signature of the Keeper Date
Edson H. Beall 10/17/97

5. Classification

Ownership of Property
(Check as many boxes as apply)

[X] private
[ ] public-local
[ ] public-State
[ ] public-Federal

Category of Property
(Check only one box)

[X] building(s)
[ ] district
[ ] site
[ ] structure
[ ] object

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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.

0

6. Function or Use

Historic Function
(Enter categories from instructions)

COMMERCE/TRADE: business

Current Functions
(Enter categories from instructions)

COMMERCE/TRADE: specialty store
COMMERCE/TRADE: restaurant

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY
AMERICAN MOVEMENTS: Commercial Style
MODERN MOVEMENT: Moderne

Materials
(Enter categories from instructions)

foundation CONCRETE
walls TERRA COTTA
BRICK
LIMESTONE
roof ASPHALT
other GRANITE

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

8. Statement of Significance

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

[ ] **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** owned 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 of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)
ARCHITECTURE

Periods of Significance
1909
1913
1937

Significant Dates
1909
1913
1937

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

Cultural Affiliation
N/A

Architect/Builder
Fisher, William E.
Fisher, Arthur A.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography
(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

[X] 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

[ ] Local Government

[ ] University

[ ] Other

Name of repository:
Colorado Historical Society

Railway Exchange Addition and New Building
Name of Property

Denver County, Colorado
County/State

10. Geographical Data

Acreage of Property less than one acre

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

	Zone	Easting	Northing
1.	13	500680	4399580
2.			
3.			
4.			

[ ] See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John M. Tess, President

organization Heritage Investment Corporation date December 30, 1996

street & number 123 NW Second Avenue, Suite 200 telephone 503-228-0272

city or town Portland state OR zip code 97209

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs
Representative **black and white photographs** of the property.

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

Property Owner
(Complete this item at the request of SHPO or FPO.)

name David Sussman, Kimpton Group

street & number 22 Kearney Street, Suite 200 telephone 415-955-5422

city or town San Francisco state CA zip code 94108

DESCRIPTION

The Railway Exchange Addition and Railway Exchange New Building are adjacent, historically interconnected buildings located in the heart of downtown Denver. The Railway Exchange Addition is a seven-story, two-part vertical block commercial building located at 1715 Champa Street. Built in 1909 and expanded upward in 1913, the Commercial Style structure is noteworthy for its terra cotta facade. The lower portion is defined by beveled pilasters which divide the facade into five bays of paired windows. The pilasters support a secondary cornice with decorative frieze above the second-story. The third through seventh-stories repeat the five-bay paired-window fenestration and terminate in a decorative frieze with protruding cornice. The building functioned as an addition to the 1876 Railway Exchange Building which formerly stood on the corner of Champa and 17th Streets. The adjacent New Building occupies the site of the original corner Railway Exchange Building. The seven-story commercial building of white Indiana limestone was built in 1937 in the Art Moderne style. The horizontal flow of the building is accentuated by its wide bands of metal frame casement windows, thin aluminum band belt courses, and rounded corners.

SETTING

The Railway Exchange Addition and New Building are located in the heart of downtown Denver amidst the architecturally rich setting of Champa Street. In the early years, small houses and commercial buildings lined the street. The streetscape evolved with the city and today the area derives its architectural and historic significance from the development of the downtown commercial area. The Railway Exchange Addition and New Building complex shares its 17th and Champa Street intersection with the 1890 Boston Building and 1907 Ideal Building, both of which are listed in the National Register, and the 1915 Colorado National Bank.

SITE

The interconnected Railway Exchange Addition and Railway Exchange New Building complex is located at the north corner of 17th and Champa Streets. The New Building is located on the site of the original 1876 Railway Exchange Building on the corner. Specifically, it is on lots 17, 18 and 19 of Block 109. The Addition is located midblock on lots 20, 21 and 22 of Block 109. The six standard city lots each measures 25.025 feet wide and 125.5 deep. The buildings are built to the lot lines and no indigenous or historical landscaping features are extant.

The New Building faces southwest onto 17th Street with a secondary facade on Champa Street. At the northeast, it joins and connects with the 1909 Railway Exchange Addition. The northwest elevation opens onto an alley way. The Railway Exchange Addition faces southeast onto Champa Street. The southwest wall joins and connects with the New Building. The northwest elevation opens onto an alley way. The northeast elevation faces onto a surface parking lot.

RAILWAY EXCHANGE ADDITION (1909/1913)

Exterior: The Railway Exchange Addition is a seven-story steel frame structure with a concrete foundation and flat built-up roof. The irregular plan includes a large central air shaft. The facade fronts onto Champa Street and features a full terra cotta veneer. The two-story base of the two-part vertical block design exhibits bold neoclassical detailing, including spandrel panels with circular ornaments in relief between the first and second floors. Pilasters with stylized classical capitals support a secondary cornice above the second floor. This cornice repeats the circular ornament in relief joined with an egg and dart molding and a fluted frieze. Six pilasters spring from the secondary cornice and divide the upper facade into five bays. Each pilaster is capped with a cartouche. These pilasters support a large decorative overhanging metal cornice. Fenestration is regular with paired one-over-one double hung wood sash windows. The ground floor has been altered with black aggregate panels covering the terra cotta veneer. The second floor windows have flat round-cornered arches. The top two stories were added in 1913 and the windows in these floors are slightly taller than those in the floors below.

The northeast elevation is utilitarian, has a recessed light well reminiscent of dumbbell-style apartments, and has a sand-colored brick covering. The protruding portions of the elevation are divided into three irregular bays; the middle portion features window groupings of three bays each with four windows. Generally, the fenestration is regular with four-over-four double hung wood sashes, except at the front where the fenestration is irregular and six-over-six.

The northwest elevation also is utilitarian, covered with sand-colored brick, and is divided into seven bays of paired windows and one bay of fire escape doors. The facade reflects the pattern of the front, divided into five bays. Fenestration is regular with paired one-over-one double hung wood sash windows. The southwest elevation joins the New Building as part of an interior hall and elevator lobby. Originally the irregular, painted brick southwest elevation was visible where it rose above the older three-story Railway Exchange Building.

The walls of the central air shaft are of painted brick. Fenestration is regular with one-over-one double hung wood sash windows throughout.

Interior: The Railway Exchange Addition was constructed as office space for railroad and communication workers. The interior above the ground floor originally reflected the era and style of construction, but has been modified over the years. As constructed, access to the addition was via a primary entry on 17th Street through the Railway Exchange Building. The ground floor of the Champa Street facade was originally comprised of five storefronts, each 25 feet across. When the New Building was constructed in 1937, the center storefront on Champa Street was adapted as a direct entry, though it was located off-center to the main corridor.

The interior hallway originally connected with the hallway of the three-story Railway Exchange Building. Over the years, interior spaces have been modernized with carpeting, drywall walls and acoustical drop-tile ceilings.

RAILWAY EXCHANGE NEW BUILDING (1937)

Exterior: The New Building is a seven-story, L-shaped plan, poured concrete structure with a flat built-up roof. Both the primary and secondary facades, which are rounded at the corners, feature a veneer of black granite on the ground floor and smooth white Indiana limestone on the second through seventh floors. The facades have a strong horizontal emphasis through fenestration and the use of extruded aluminum banding at the sill and lintel levels. The facades are capped with a limestone coping featuring narrow rectangular insets. Fenestration is regular with multipane metal casement style windows. On the primary 17th Street facade these windows are paired at the corners in bays 21'8" wide. The intervening space is filled by ten-window bands separated by limestone mullions in bays 8'3" across. On the Champa Street elevation, the windows are paired at the south corner and grouped in a band of four sets of paired windows; on the second floor level of this facade, the pairs are reduced to a single window centered in the bay.

The 17th Street facade has a primary entry off-center to the north flanked with rounded granite panels which rise through the second floor. A modern screen covers the original protruding aluminum entry shelter and the second-story window bay. A later canopy extends from the entry over the sidewalk towards 17th Street. Two storefront entrances are located northwest of the entry and two to the southwest. The Champa Street elevation has a centered storefront entrance and one near the corner to match a similar entry on 17th Street. The center door is a later modification. Black aggregate panels cover the original frosted glass clerestories which are believed to be intact beneath.

The utilitarian northwest elevation opening onto the alleyway consists of only three bays each containing pairs of multilight industrial style casement windows. The limestone wraps around the corner from the facade and terminates between the first and second bays. The remainder of the wall is of painted brick. The northeast elevation joins the Addition to form an interior hallway.

Interior: The New Building was constructed as office space for railroad and communication workers. The interior as built was streamlined with little decoration. Today, it largely reflects the ongoing efforts of the owners to maintain the building as modern office space. Ceilings and walls are plaster, though selected ceilings feature dropped acoustical tiles and some drywall partitions added. Floors are concrete, generally covered with wall-to-wall carpeting. As constructed, access was off 17th Street which fed into the circulation pattern of the building and the addition. The interior hallway is U-shaped connecting with the Railway Exchange Addition.

SIGNIFICANCE

The 1909/1913 Railway Exchange Addition and its interconnected companion 1937 Railway Exchange New Building are eligible for the National Register under Criterion C in the area of architecture for their having been designed by the influential Denver architectural firm of William E. Fisher and Arthur A. Fisher, Architects. The building complex provides a rare opportunity to view in one location the 30-year stylistic evolution of the Fisher & Fisher firm and to observe the firm's solution to the challenge of joining a new building to an older structure both functionally and stylistically. The New Building is also the finest example of Art Moderne commercial architecture in Denver.

EARLY DENVER

Denver was founded in 1858 following the nearby discoveries of placer gold deposits and spent most of its first two decades experiencing the vagaries of a frontier boom town. Early commercial growth centered along Larimer, Market and Blake Streets. As the city continued to expand, 16th Street became the local center of retail trade while 17th Street developed into a regional financial center, home to banks, brokerage firms, and corporate offices.

Much of Denver's economic growth steamed from its role as a regional supply and transportation center for Rocky Mountain mining and high plains agriculture. Key to this growth was the arrival of the railroad.

Denver's citizens organized and built a railroad north in 1870 to connect with the transcontinental route of the Union Pacific at Cheyenne, Wyoming. The Kansas Pacific Railroad reached Denver from the east shortly thereafter. Soon rail lines tied Denver to Chicago, Kansas City, Santa Fe, the southwest and the Gulf coast while other railroads snaked into the Colorado mountains to serve the state's booming mining industry. Denver's population climbed with its growing economic prosperity increasing twenty-fold over the next two decades, from 4,700 in 1870 to over 106,000 in 1890. The depression following the 1893 Silver Crash temporarily reversed the city's fortunes, but growth returned in the new century.

RAILWAY EXCHANGE BUILDINGS

In 1876, with a burgeoning railroad and communication industry developing in Denver, John Ferguson led the development of the Railway Exchange Company, a central office complex for individual business representatives in these and related industries. The Exchange acquired a lease on land located at the north corner of 17th and Champa Streets and built a three-story office building. The architect of the original building is unknown.

The Railway Exchange Building proved successful and an addition was planned for the parcel adjacent to the northeast. As early as 1905 the Railway Exchange Company acquired a long-term (96-year) lease to these adjoining lots. At the time, the site included a two-story office building, residence and barn. The company shortly thereafter hired the architectural firm of Fisher & Fisher to design the addition and the new building opened in 1909.

The Railway Exchange Building housed the ticket and local business of the Chicago, Burlington and Quincy Railroad, the general offices of the Colorado & Southern Railway, and the Western Union telegraph offices among others. In 1913 the Railway Exchange Company hired Fisher & Fisher to design a two-story addition. The enterprise continued successfully and in 1937 the company chose to demolish the three-story corner structure and build a new seven-story building connected to the 1909/1913 Addition.

Again, the exchange chose the architecture firm of Fisher & Fisher to design the new building which opened in the fall of 1937. Railroad ticket offices and the Western Union telegraph office moved into the new storefronts along 17th Avenue. With the post-World War II decline in passenger railroad service and subsequent mergers among railroad companies, the tenant mix of the Exchange complex shifted away from its original intent. In 1971, Chicago Title Insurance Company acquired the building, modernized the ground floor treatments and renamed the structure the Title Building. The building remained successful as mixed office and retail space into the 1980s. In that decade the Denver office market declined significantly, making the aging structure difficult to lease. A debilitating cycle of deferred maintenance and high vacancy rates reduced occupancy until all but the ground floors were empty by the mid-1990s.

ARCHITECTURAL SIGNIFICANCE

The Railway Exchange complex is architecturally significant in three areas. First, the complex was designed by the prolific and influential Denver architecture firm of Fisher & Fisher. The careers of the three Fisher family architects spanned nearly six decades and their cumulative designs represent some of the most important and acclaimed work in the state. The firm also served as a training ground for a large number of young Colorado architects. One measure of the importance of the architectural designs which flowed from the offices of the Fisher firm is the large representation of its buildings in the National Register of Historic Places. Of 67 existing buildings in Denver credited to the Fishers, 13 are individually listed in the National Register and 26 more are contributing buildings in National Register districts.

The Railway Exchange complex brackets an important period of the firm's evolution. The 1909 Addition corresponds with Arthur Fishers ascendancy to full partnership with his older brother William and the launching of their highly successful collaboration. The construction of the New Building in 1937 marks a major transition in the firm. The New Building is the last to be designed

by the Fisher brothers as William committed suicide this same year. William's son, Alan, already a member of the firm, assumed his father's place as a full partner.

The second aspect of the architectural significance of the Railway Exchange Building complex is the rare opportunity it provides to view in one location both the 30-year stylistic evolution of the firm and to observe the firm's solution to the challenge of joining a new building to an older structure both functionally and stylistically.

The 1909 Addition Building with its two-story 1913 vertical extension is of a design typical of its period. It may best be classified as a two-part vertical block. Two-part commercial buildings were common in Denver from the early 1900s. An unusual aspect of the building is its full terra cotta facade. Terra cotta became readily available to architects and builders in the 1870s. Its strength, fire proof quality, and artistic capabilities made it a popular building material, originally for decorative accents, later as a primary surface finish. Use of terra cotta as a primary exterior facing material was not common until the 1910s and 1920s. The first major Denver building, begun in 1908 and completed in 1910, to utilize a full terra cotta facade was the Gas and Electric Building, two blocks down Champa Street from the Railway Exchange.

The Fishers may have chosen terra cotta for the contemporaneous Railway Exchange Addition to give it a very modern look in a city dominated by red brick and stone construction. Railroads and telegraph communications were two of the most modern of American industries in 1909. The use of a full terra cotta facade provided the Railway Exchange Addition with a modern countenance in keeping with the nature of the businesses it sheltered. The construction of the 1913 two-story addition came so quickly upon the heels of the original construction as to make a face lift unwarranted. The Fishers simply pushed the vertically oriented facade higher and lost nothing in the overall composition, a characteristic advantage of the two-part vertical block type.

When awarded the commission for the New Building in 1937, the Fishers faced a double challenge. They once again needed to produce a building indicative of modern railroad transportation. However, they also needed to functionally link the new building with the 1909 Addition and provide upgraded mechanical systems, particularly a new bank of elevators. One may also surmise that the Fishers did not want to denigrate the appearance of their earlier work while not being overly bound to it in the design of the new building.

The Fishers had previously designed a large addition for a major commercial building, although not of their original design. Ironically, that structure, the Ideal Building, stood directly across Champa Street from the Railway Exchange. In 1927 the Fishers were asked to design the addition to the original 1907 Ideal Building. Their addition repeated in nearly every detail the exterior materials, form and details of the original, differentiating the new by the slightest of setbacks and the elimination of the top floor. We do not know if the Fishers chose not to make their own architectural statement in the addition out of respect for the existing structure and its architects

(Montana Fallis and John Stein), or if perhaps the new building owner mandated the design. The Fishers exercised much less restraint in their remodeling of the interior lobby to accommodate a new bank.

For the Railway Exchange New Building the Fishers designed a cast concrete structure which they sheathed in limestone, polished black granite, and aluminum. The total cost of construction came to approximately $350,000. The Art Moderne style with its horizontal emphasis, curved corners and smooth surface, provides a modern, streamlined appearance. Streamlining was being employed at this time by the railroad industry to give its passenger trains an enhanced appearance of speed as they strove to compete with the infant but growing commercial airline industry. The railroads were also beginning to switch from steam to diesel power for passenger trains and were designing new lightweight steel cars to match the new locomotives. One of the pioneers in this effort was the Burlington Railroad whose sculpted stainless steel articulated passenger trains, known collectively as the *Zephyrs*, set speed records on their dashes across the Great Plains from Chicago. The *Denver Zephyr* was one of the premier trains on the Denver to Chicago route. It is seems likely that the Fishers designed the New Railway Exchange Building to complement the railroad streamliner movement, particularly since the major tenant of the building was the Burlington Railroad. The Burlington ticket office occupied three-quarters of the 17th Street storefront and all of the Champa Street elevation. Large stainless steel Art Deco letters spelled out the corporate name across a background of frosted clerestory windows. A vertical stainless steel and neon sign ran up the building corner. The long bands of windows on the upper floors are also suggestive of streamlined passenger cars, temporarily at rest.

The Fishers clearly did not design the New Building to be a stylistic extension of their older creation. While integrating the interior spaces, the exterior gives the appearance of being two separate buildings on adjoining lots. No attempt was made to keep the New Building subservient to the old. The horizontal flow of the New Building at first seems incongruous to verticality of the Addition Building. Yet the Fishers did not allow the New Building to overwhelm the older structure. One might argue that the architects chose not to integrate the exteriors but rather to allow each to speak independently while not visually fighting each other for the viewers attention. The matching height of the two sections minimizes the competition and the white limestone of the New Building complements the white terra cotta of the Addition. The variation in the fenestration between the second floor and the upper stories of the New Building is reminiscent of the two-part commercial form of the Addition. This reference does not appear to be by chance as the division between the two-story base and the shaft is more pronounced on the Champa Street elevation where it abuts the Addition.

All in all, the Fishers succeeded in designing modern, functional buildings, both in 1909 and 1937, allowing each to speak of its time period. Yet neither building overpowers the other. Internally, the buildings work well as a united whole.

The final aspect of architectural significance related to the Railway Exchange complex focuses on the New Building alone. The building is the finest example of Art Moderne commercial architecture in Denver. At the time of its opening, the *Rocky Mountain News* declared it to be "the first fully modernistic building in Denver." It was also among the buildings in the list of professionals' favorite buildings published by the magazine *Architectural Record* for that year. Noel and Norgren categorize it as "the first major commercial building to be heavily influenced by the International style" in Denver.

WILLIAM E. FISHER AND ARTHUR A. FISHER, ARCHITECTS

William Fisher was born in 1871 in Clinton, Ontario, Canada. His father brought 14-year-old William and the other family members to Denver in 1885 when he began employment with the Western Mercantile Association, a credit and collection agency. Fisher attended Denver public schools. At the age of 19, he was employed as a draftsman by Balcomb & Rice, a Denver architectural firm noted both for residential and commercial works. He left for a brief time to study architecture in New York with C. Powell Karr. At the age of 21, Fisher returned to Denver and opened his own office.

For his first ten years, Fisher worked independently, gradually gaining respect and patronage from many of Denver's prominent citizens. Among his early works was a residential design in the Dutch Colonial Revival style sometimes called "Bride's Delight." Designed to be a married couple's first home, "Bride's Delight" became a residential style popular in the city.

In 1901, Fisher formed a partnership with Daniel Riggs Huntington, a fellow draftsman from Balcomb & Rice. For the next four years, the practice blossomed. Local financial and social leaders as John Ferguson (head of the Railway Exchange), Harry Brown, William Berger, Charles Kountze and Frank Smith engaged Fisher & Huntington to design residences, apartments, commercial structures and club buildings.

In 1905, Huntington moved to Seattle and Arthur A. Fisher joined his brother to form William E. Fisher and Brother. Arthur was William's youngest sibling. Born in 1878, he was 7 when the family arrived in Denver. After attending public schools, he studied at the Beaux Arts Atelier Barber in New York. In 1905, he apprenticed to Don Barber and Benjamin Morris. Shortly thereafter, Fisher returned to Denver to join his brother. In 1910, Arthur became a full partner and the firm practiced under the name of William E. Fisher and Arthur A. Fisher, Architects.

From 1905 to 1915, Fisher and Fisher gained a reputation for business acumen and stylish design. Among its major commission were the Denver City Tramway Building and Car Barn (National Register), A. C. Foster Building (National Register), Colorado National Bank and the International Trust Company building (demolished). At the same time, they designed numerous residences for

Denver's elite, including Chester Morey, John Evans, Lafayette and William Hughes, George Berger, Harold Kountze, Henry Van Schaack and Daniel Millett.

By 1920, the firm had established itself as one of the largest and most influential architectural firms in the Rocky Mountain region. The office became a center of study and apprenticeship for many young architects. William Fisher was elected as regional director of the AIA in 1922 and founded the Mountain Division of the Architects' Small House Service Bureau. The office continued to design major commercial structures in Denver's central business district, including the United States National Bank, Midland Savings Bank, Denver National Building (National Register), Neusteter Department Store (National Register), and Davis & Shaw Furniture Company. They also continued residential work with homes for A. C. Foster, George W. Gano, William Berger and Lafayette Hughes. Other notable works include Morey Junior High School, South High School, the University of Denver Stadium, Presbyterian Hospital, B'nai B'rith Infirmary for the National Jewish Hospital for Consumptives, St. Lukes Hospital (Boise, ID), and the University of Colorado School of Medicine and Hospital (in collaboration with Maurice B. Biscoe). From 1923-25, the entire office was involved in the town plan and designs for all building in the company town of Parco (now Sinclair), Wyoming.

The Great Depression led to a substantial reduction in operations. The few commissions received in this period were for large country homes for Katherine Mullen O'Conner, Donald N. Gilpin, and Lawrence Phipps (designed with architect Charles Adams Platt of New York City).

In 1937, the year of the New Building, William E. Fisher committed suicide and Alan Berney Fisher became a full partner. Alan was William's son. Born in 1905, Alan studied architecture at the University of Pennsylvania and Massachusetts Institute of Technology. Upon graduation, he returned to Denver to join his father's firm. Alan brought a fresh design sense to the firm, resulting in works as the Country Club Garden Apartments, Denver Public Library, and Greenlee Elementary School. In 1947, Rodney Davis joined the firm, becoming a full partner nine years later. In 1959, Arthur Fisher retired and the firm became known as Fisher & Davis. In 1967, Davis left the firm and Alan Fisher associated with John D. Reece and Hilary M. Johnson to form Fisher, Reece & Johnson. He remained associated with the firm until his death in 1978, bringing to an end one of the oldest continuous architecture firms in the Rocky Mountain Region.

BIBLIOGRAPHY

Blumenson, John J.-G. *Identifying American Architecture.* Nashville: American Association for State and Local History, 1977.

City and County of Denver, Office of Planning and Community Development, "Denver Landmark Preservation Commission: Denver Inventory Form: B-5 Zone Survey, 1993."

Colorado Historical Society, Office of Archaeology and Historic Preservation. "Champa Street Historic District," draft National Register of Historic Places nomination form, September 18, 1979.

Federal Writers Project. *Colorado: A Guide to the Highest State.* New York: Hastings House, 1941).

Fisher, A.A. Collection, photographs. Hart Library, Colorado Historical Society.

Jester, Thomas C. ed. *Twentieth-Century Building Materials: History and Conservation.* New York: McGraw Hill, 1995.

Longstreth, Richard. *The Buildings of Main Street.* Washington, DC: Preservation Press, 1987.

McAlester. Virginia and Lee. *A Field Guide to American Houses.* New York: Alfred Knopf, 1990.

Noel, Thomas J. and Barbara S. Norgren. *Denver: the City Beautiful and its Architects, 1893-1941.* Denver: Historic Denver, Inc., 1987.

Poppeliers, John C., S. Allen Chambers, Jr., and Nancy B. Schwartz. *What Style is It?.* Washington, DC: Preservation Press, 1983.

Site Files Database, Office of Archaeology and Historic Preservation, Colorado Historical Society, Denver.

Whiffen, Marcus. *American Architecture Since 1780.* Cambridge, Mass.: M.I.T. Press, 1976.

GEOGRAPHICAL DATA

Verbal Boundary Description

Lots 17-22 inclusive of Block 109, East Denver Addition to the City of Denver, County of Denver, State of Colorado.

Boundary Justification

The nominated property includes the entire parcel historically associated with the Railway Exchange Addition and Railway Exchange New Building.

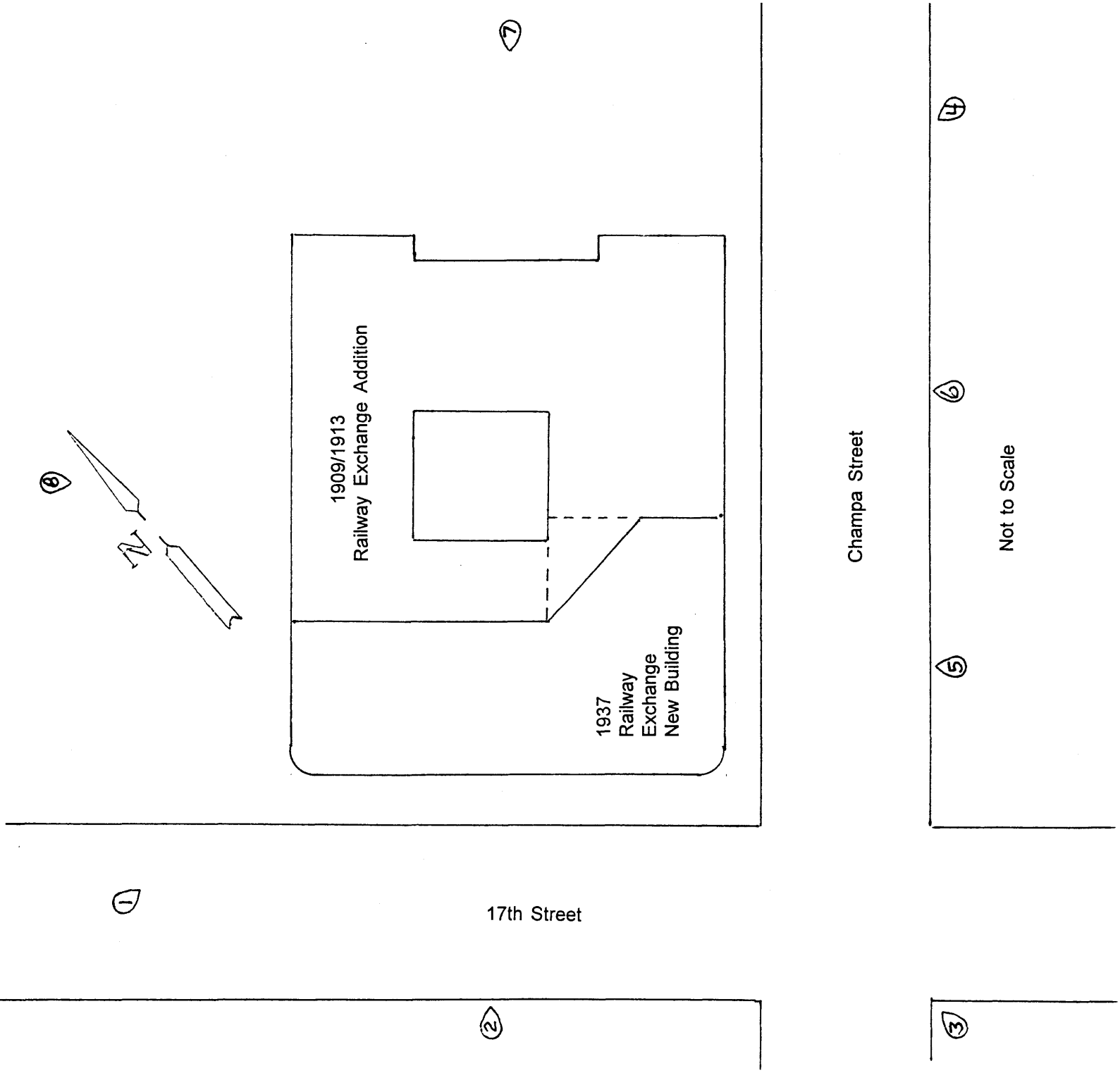
PHOTOGRAPH LOG

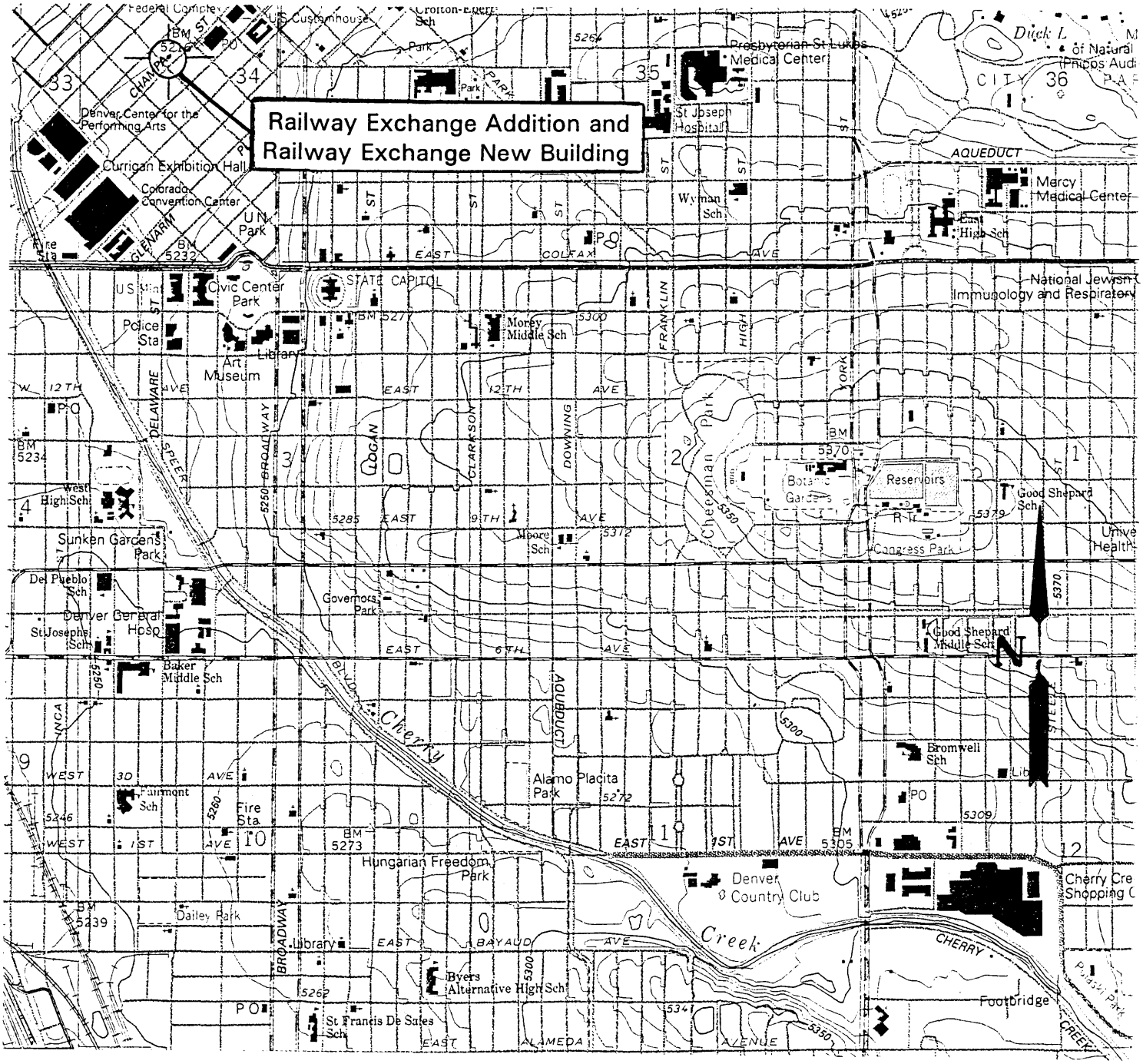
The following information pertains to photographs numbers 1-8:

Name of Property:	Railway Exchange Addition and Railway Exchange New Building
Location:	Denver County, Colo.
Photographer:	John Tess
Date of Photographs:	December, 1996
Negatives:	Heritage Investment Corporation 123 NW Second Avenue, Suite 200 Portland, OR 97209

Photo No.	Information
1	View to the east of the northwest elevation of the Railway Exchange Addition and Railway Exchange New Building and the southwest elevation of the New Building.
2	View to the northeast of the southwest facade of the New Building.
3	View to the north of the southwest facade of the New Building and the southeast facades of the New Building and Addition.
4	View to the west of the southeast facades of the New Building and Addition and the northeast elevation of the Addition.
5	View to the northwest showing the southeast facade (Champa Street) storefronts of the New Building.
6	View to the northwest showing the southeast facade (Champa Street) storefronts of the Addition.
7	View to the southwest of the northeast elevation of the Addition.
8	View to the southeast of the northwest elevation of the Addition.

SITE MAP AND PHOTOGRAPH VIEWS





USGS TOPOGRAPHIC MAP
Englewood, Colo.
7.5 Minute Quad
Revised 1994

SCALE 1:24 000

1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929