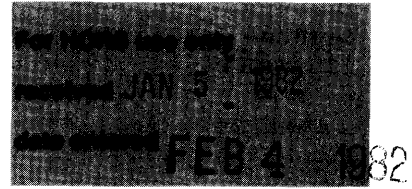


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Chicago, Milwaukee, St. Paul, & Pacific Railroad Depot

and/or common Milwaukee Road Depot

2. Location

street & number 606 South Broadway ___ not for publication

city, town Albert Lea ___ vicinity of congressional district 2nd

state Minnesota code 22 county Freeborn code 047

3. Classification

Category <input checked="" type="checkbox"/> district <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> structure <input type="checkbox"/> site <input type="checkbox"/> object	Ownership <input checked="" type="checkbox"/> public <input checked="" type="checkbox"/> private <input type="checkbox"/> both Public Acquisition <input type="checkbox"/> in process <input type="checkbox"/> being considered	Status <input checked="" type="checkbox"/> occupied <input type="checkbox"/> unoccupied <input type="checkbox"/> work in progress Accessible <input checked="" type="checkbox"/> yes: restricted <input type="checkbox"/> yes: unrestricted <input type="checkbox"/> no	Present Use <input type="checkbox"/> agriculture <input checked="" type="checkbox"/> commercial <input type="checkbox"/> educational <input type="checkbox"/> entertainment <input type="checkbox"/> government <input type="checkbox"/> industrial <input type="checkbox"/> military	<input type="checkbox"/> museum <input type="checkbox"/> park <input type="checkbox"/> private residence <input type="checkbox"/> religious <input type="checkbox"/> scientific <input type="checkbox"/> transportation <input type="checkbox"/> other:
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4. Owner of Property

name Michael P. Johnson & Melvin H. Irish

street & number 606 South Broadway

city, town Albert Lea ___ vicinity of state Minnesota

5. Location of Legal Description

courthouse, registry of deeds, etc. Freeborn County Courthouse

street & number

city, town Albert Lea state Minnesota

6. Representation in Existing Surveys

title None has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Milwaukee Road Depot in Albert Lea is a long rectangular structure situated on a southwest-northeast axis a short distance south of the community's central business district.

The 1914 portion of the structure is composed of a central section with a steeply pitched flared hipped roof and two slightly shorter sections at either end. The northeast section is an open area supported by square brick pillars; the central and southwest sections originally housed the waiting, office and freight areas. The roof of all three areas is covered by red clay tile and the wide overhang is supported by large brackets. The central section is pierced by a chimney and two ventilators; there is also a chimney on the southwest section. Walls are of red brick with a belt course at the window sill level. Fenestration consists of regularly spaced rectangular windows with freight doors in the southwest section. The central section includes an angled three-sided bay on the track side and a rectangular bay on the north side. A brick platform occupies the space between the tracks and the building.

In c.1930, a rectangular flat-roofed section was added to the southwest end of the building to house the express office.

With the exception of the blocking of some windows (openings remain intact), the exterior retains its integrity. The interior has recently been remodeled to accommodate commercial use. It is noteworthy that preservation and adaptive re-use of the depot has been accomplished without compromising the original trackside location.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1914

Builder/Architect

J.A. Sundstrand

Statement of Significance (in one paragraph)

The Chicago, Milwaukee, St. Paul, and Pacific ("Milwaukee Road") Depot in Albert Lea is significant as a representation of the importance of the rail system in the growth and development of the community. The town was platted in 1856; it gained its first trackage in c.1868 when the Southern Minnesota (later the Chicago, Milwaukee, St. Paul and Pacific), one of the first lines to be constructed across southern Minnesota, reached the area. The addition of the Minneapolis & St. Louis line in 1877 and the Burlington, Cedar Rapids, and Northern (later the Chicago, Rock Island, and Pacific) in 1878 contributed significantly towards making the community a central commercial and shipping focus for the surrounding agricultural area. All three lines have replaced their original depot buildings; both the Milwaukee Road and the Minneapolis & St. Louis built brick structures during the second decade of the century, and the Rock Island line constructed a new facility in the 1950s. The 1914 Milwaukee Depot's locational and structural integrity and its links with the earliest line of the community make it an important building in Albert Lea.

9. Major Bibliographical References

ACREAGE NOT VERIFIED
UTM NOT VERIFIED

10. Geographical Data

Acreage of nominated property less than 1 acre

Quadrangle name Albert Lea, Minn.

Quadrangle scale 15

UMT References Latitude 43° 38' 25"
Longitude 93° 22' 07"

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

Zone	Easting			Northing					

D

Zone	Easting			Northing					

E

Zone	Easting			Northing					

F

Zone	Easting			Northing					

G

Zone	Easting			Northing					

H

Zone	Easting			Northing					

Verbal boundary description and justification

see continuation sheet - page 1

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

name/title Dennis A. Gimmestad, Supervisor, Standing Structures Survey

organization Minnesota Historical Society date January, 1981

street & number 240 Summit Avenue-Hill House telephone 612-296-9545

city or town St. Paul state Minnesota

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature Russell W. Fridley

Russell W. Fridley

title State Historic Preservation Officer date 12/2/81

For HCRS use only

I hereby certify that this property is included in the National Register

Entered in the
National Register

date 2/4/82

Shelton Byers
Keeper of the National Register

Attest:

date

Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	JAN 5 1982
DATE ENTERED	FEB 4 1982

Chicago, Milwaukee, St. Paul, & Pacific Railroad Depot/Milwaukee Road Depot

CONTINUATION SHEET

ITEM NUMBER 10

PAGE 1

Verbal Boundary Description:

Starting at the southeast corner of the SE $\frac{1}{4}$ Section 8 - T102N - R21W; thence north 00° 00' east 270.98 feet, on an assumed bearing, on the east line of the SE $\frac{1}{4}$ of said section; thence south 89° 53'55" west 49.5 feet, to a point which is hereinafter called the point of beginning, said point being the northeast corner of Outlot 17 in the Plat of the Village of Albert Lea, as the same is platted and recorded in the office of the County Recorder of Freeborn County, Minnesota;

thence south 89° 53'55" west 263.97 feet on the north line of said Outlot 17, to the northwest corner thereof;

thence south 00° 02'00" east 167.81 feet on the west line of said Outlot 17, to a point which is 20 feet northwesterly of the centerline of the main track of the Chicago, Milwaukee, St. Paul & Pacific Railroad, when measured at a right angle thereto;

thence north 67° 35'17" east 285.42 feet on a line parallel with and 20 feet northwesterly of said main track centerline, when measured at a right angle thereto, to the easterly line of said Outlot 17;

thence north 00° 00' east 59.47 feet on the east line of said Outlot 17, to the point of beginning;

being part of the SE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 8 - T102N - R21W, and containing 29,992 square feet.