

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED APR 30 1976
DATE ENTERED OCT 22 1976

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

Albert City Depot

AND/OR COMMON

LOCATION

STREET & NUMBER

Main and Railway Streets

NOT FOR PUBLICATION

CITY, TOWN

Albert City

CONGRESSIONAL DISTRICT

6

STATE

Iowa

VICINITY OF

CODE

19

COUNTY

Buena Vista

CODE

21

CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

__DISTRICT

__PUBLIC

X OCCUPIED

__AGRICULTURE

__MUSEUM

X BUILDING(S)

X PRIVATE

__UNOCCUPIED

__COMMERCIAL

__PARK

__STRUCTURE

__BOTH

__WORK IN PROGRESS

__EDUCATIONAL

__PRIVATE RESIDENCE

__SITE

PUBLIC ACQUISITION

ACCESSIBLE

__ENTERTAINMENT

__RELIGIOUS

__OBJECT

__IN PROCESS

X YES: RESTRICTED

__GOVERNMENT

__SCIENTIFIC

__BEING CONSIDERED

__YES: UNRESTRICTED

__INDUSTRIAL

X TRANSPORTATION

__NO

__MILITARY

__OTHER:

OWNER OF PROPERTY

NAME

Chicago, Milwaukee, St. Paul and Pacific Railroad

STREET & NUMBER

516 West Jackson Boulevard

CITY, TOWN

Chicago

VICINITY OF

STATE

Illinois

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Buena Vista County Courthouse

STREET & NUMBER

CITY, TOWN

Storm Lake

STATE

Iowa

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

UNEXPOSED

CHECK ONE

UNALTERED

ALTERED

CHECK ONE

ORIGINAL SITE

MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This stick-style train station measures 24' x 60'. It is in two sections, a two-story office and living quarters measuring 24' x 30', and a single-story baggage room and freight storage area of equal dimensions. The depot rests on a brick foundation. The frame structure is covered with drop siding on the first floor, and with clapboards on the second.

The baggage area is topped with a hipped, bracketed roof of wooden shingles. The two-story section has a gabled roof, similarly shingled and bracketed. The eaves throughout have a wide overhang.

Windows are 2/2 double-hung sash. Six are set into two bays facing the siding, on the first and second stories. The gable above the bays is marked by turned decoration.

The main floor of the two-story section is divided into a waiting room and an agent's office. Living quarters upstairs are four rooms and a closet or pantry. The baggage room has a sliding door.

Some deterioration of the window frames and roof shingles has taken place, but in general the structure is in excellent condition. The depot still functions as a working rail structure, along a line still in operation.

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 checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1899-1900

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

As in so many small Iowa towns, the Albert City depot symbolized the vital importance of the railroad to community prosperity. A rail line was the means by which agricultural or other local products reached market, and by which merhandize from urban manufacturers was obtained. Albert City made its depot one of the first buildings erected in the town, celebrating an end to the long days of travel by wagon which for less fortunate people was the only means of transportation in rural Iowa.

The November 21, 1901 issue of the Albert City Pioneer described an historic gun battle between the citizens of Albert City and three bank bandits. The three men had robbed a bank in Greenville, Iowa, and eventually sought sanctuary in the Albert City depot. A fierce gun battle resulted in the death of the town marshal, a local citizen, and one bandit. The other two bandits were captured as they attempted to escape into the surrounding countryside. The bullet holes are still in evidence in the depot walls.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Albert City Pioneer- March 29, 1900, November 21, 1901

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

A

1	5
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34	0	7	8	0
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4	7	3	8	2	7	0
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 ZONE EASTING NORTHING

B

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 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Mrs. Martin Anderson, President

ORGANIZATION

Albert City Historical Association

DATE

18 March 1975

STREET & NUMBER

TELEPHONE

CITY OR TOWN

Albert City

STATE

Iowa

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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Adrian A. Anderson

TITLE

Director, Div. of Historic Preservation

DATE

4/26/76

FOR NPS USE ONLY

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

ATTEST:

DATE

10/22/96

KEEPER OF THE NATIONAL REGISTER

DATE

10/22/76

PH0662763

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED FEB 10 1978
DATE ENTERED 6/9/78

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 and Pacific Railroad: Albert City Station

AND/OR COMMON

LOCATION

STREET & NUMBER 212 North 2nd Street

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN

Albert City

VICINITY OF

STATE

Iowa

CODE

COUNTY

Buena Vista

CODE

CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

OWNER OF PROPERTY

NAME

Albert City Historical Association, Inc.

STREET & NUMBER

R.R. 1, Box 30

CITY, TOWN

Albert City

VICINITY OF

STATE

Iowa 50510

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Buena Vista County Courthouse

STREET & NUMBER

CITY, TOWN

Storm Lake

STATE

Iowa

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

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 checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE 1978 (in process as of Jan. 1978)
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Chicago, Milwaukee and Pacific Railroad station at Albert City was built in 1899. It consists of two sections: a two-story passenger area and agent's quarters, and a one-story baggage area. The depot is of frame construction, the lower story faced with clapboards about twice the width of those used on the second story. The two-story bay on the track side is of interest, as it allows the station agent a clear view of the tracks in both directions, without the need to step outside.

The roof of the two-story section is gable, with a small gable protruding over the bay. Eaves are quite wide, with extremely utilitarian brackets. The roof of the baggage area is a low hip, also with wide eaves and brackets. Windows throughout are 2/2 sash.

The station at Albert City was entered in the Register on 22 October 1976. During the summer of 1977, the property was acquired by a local elevator company, which proposed to destroy the depot and erect a grain elevator in its place. The Albert City Historical Association raised funds to save the building by moving it to a new location, next to the Albert City Historical Museum. This new location is only a short distance away from the original trackside site, and one lot removed from the tracks (see map). The area around the new site is primarily residential. The depot will be restored and repaired, and will serve as an adjunct to the city museum.

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
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<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1899 BUILDER/ARCHITECT Chicago, Milwaukee, and Pacific Railroad

STATEMENT OF SIGNIFICANCE

Although this building is to be moved, retention of this property on the National Register is warranted by several considerations:

1. Albert City was a creation of the railroad. The Chicago, Milwaukee and Pacific extended its line through this area in 1899, and the town was platted along the tracks that same year. Like many small towns in the midwest, Albert City would not have existed but for the railroad, which brought in manufactured goods and took away to eastern markets the agricultural resources of the surrounding area. In this respect, the depot is the most significant structure in Albert City, a symbol of the company which in effect created a new community here.

2. The sale of the land on which the depot was originally located resulted in a clear choice: either someone move the depot, or the new owners (the elevator company) would have it demolished. Local sentiment is strongly in favor of preserving the depot, as witnessed by the funds raised to move it on very short notice.

3. The new location is not far from the original site, and, if not immediately beside the tracks, is only a short distance from them, so some association with the railroad may still be maintained.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Albert City Pioneer, March 29, 1900; November 21, 1901.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one (building only)

UTM REFERENCES for proposed relocation site; present location on file at OAHF

A	1 5	3 4 0 6 8 0	4 7 3 8 3 8 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

proposed location will be on property described as: Lots Two (2) and Three (3), Block One (1), City of Albert City, Iowa

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Gladys Anderson, President

ORGANIZATION

DATE

Albert City Historical Association, Inc.

STREET & NUMBER

TELEPHONE

R.R. 1, Box 30

712/843-5404

CITY OR TOWN

STATE

Albert City

Iowa 50510

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

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NATIONAL

STATE

LOCAL

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STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Gladys Anderson (MS)

TITLE

Director, Division of Historic Preservation

DATE

3/1/78

FOR NPS USE ONLY

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

See Continal Sheet for sig DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER