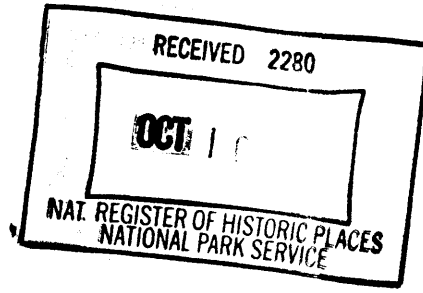


**United States Department of Interior
National Park Service**



**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 *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 Sheboygan Light, Power and Railway Company Car #26
other names/site number Car 26

2. Location

street & number	2015 Division Street	N/A	not for publication
city or town	East Troy	N/A	vicinity
state Wisconsin	code WI	county Walworth	code 127
			zip code 53142

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date 10/4/06

State Historic Preservation Officer - Wisconsin

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 commenting official/Title _____ Date

State or Federal agency and bureau

Sheboygan Light, Power & Railway Company Car #26

Walworth County

Wisconsin

Name of Property

County and State

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.
 See continuation sheet.
 removed from the National Register.
 other, (explain:)

Edson H. Beall

11-21-06

[Signature]

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property (check as many boxes as as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	building(s)		
<input type="checkbox"/> public-local	district		buildings
<input type="checkbox"/> public-State	<input checked="" type="checkbox"/> structure	1	sites
<input type="checkbox"/> public-Federal	site		structures
	object	1	objects
			0 total

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

N/A

Number of contributing resources
is previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Rail-Related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: Rail-Related

7. Description

Architectural Classification

(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

Foundation N/A

walls Wood

roof Wood

other N/A

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 the 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.
- 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)

Engineering

Period of Significance

1908

Significant Dates

1908

Significant Person
(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Cincinnati Car Company

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

Sheboygan Light, Power & Railway Company Car #26
Name of Property

Walworth County
County and State

Wisconsin

9. Major Bibliographic References

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

Previous Documentation on File (National Park Service):

- 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
- X Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreage of Property Under one acre

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

1 16 0384733 4738005
 Zone Easting Northing

3 _____
 Zone Easting Northing

2 _____
 Zone Easting Northing

4 _____
 Zone Easting Northing

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 Marisa Kosobucki/Brian J. Faltinson
organization Heritage Research, Ltd.
street & number N89 W16785
city or town Menomonee Falls

state WI

date March 2006
telephone 262-251-7792
zip code 53051

Sheboygan Light, Power & Railway Company Car #26

Walworth County

Wisconsin

Name of Property

County and State

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/title					
organization	East Troy Electric Railroad Museum		date	March 2006	
street & number	P.O. Box 943/2002 Church Street		telephone	262-642-3263	
city or town	East Troy	state	WI	zip code	53120

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Section 7 Page 1

Constructed in 1908 by the Cincinnati Car Company, Car #26, of the former Sheboygan Light, Power and Railway Company (later the Eastern Wisconsin Railway Company and Wisconsin Power and Light Company) is a wooden interurban car that employs two steel trucks and features a curvilinear roof. The car currently operates passenger recreational service on the East Troy Electric Railroad Museum's interurban line and is stored in the museum's car barn in East Troy, Walworth County, Wisconsin.

Sheboygan Light, Power and Railway Company Car #26, Interurban Car (Contributing):

The foundation for the subject car is comprised of two steel trucks¹; each employs four, 36-inch wheels, as well as coil and leaf springs. Metal "pins" rising from the trucks connect to the wooden frame of the car—allowing for curvilinear movement of the car along the tracks. The car itself, is forty-four feet long, stands nine feet four inches high and is eight feet eight inches wide. The car is sheathed with vertical, tongue-and-groove wooden paneling that is painted yellow and orange; however, the lower half of each end of the car is covered with steel. A thin strip of silverleaf trim surrounds the lower panels and windows along each end and each side of the car. The curvilinear wooden roof is covered with painted canvas and carries a band of six, arched clerestory openings of green opalescent glass found on both sides of the car. On either side, a series of six windows are flanked by segmental-arched entrances. The windows, shielded by metal bars on the lower half, consist of two, side-by-side, single-sash openings with arched, green opalescent, transom lights. On each side there are two, segmental-arched entrances, with wooden panel insets on the bottom and two glass panes in the upper half. Each end of the car windows consist of three, single-pane, arched openings giving light to the conductor/motorman vestibules. The words "Sheboygan Light Power and Railway Co." are painted in orange across the length of the car (on either side, near the roof in the letterboard) while the number "26" is painted in yellow at each end, on each side of the car. The Sheboygan Light, Power and Railway Company logo, "The Northern Lines," is centrally lettered on each side of the car.

When the car was constructed in 1908, it was equipped with a pair of Brill trucks²; however, when it was used as a summer cottage, these trucks were removed. The East Troy Electric Railroad Museum provided a pair of Brill trucks that matched the original trucks and are currently attached to the subject car. When the car was donated to the East Troy Electric Railroad Museum in 1992, the siding of the car was deteriorated; however, research revealed that the original colors of the car were orange and yellow and the wooden siding was constructed from popple trees found along the Ohio River, in Cincinnati, Ohio. Popple trees from the same location were used to construct the paneling that is now on Car #26. The window frames on the car were initially constructed of oak, while the wooden posts (in the walls of the car) were built with ash wood; both the window frames and the posts have been reconstructed with their original materials. The opalescent green glass located in the transom and clerestory openings are partially original, with some new replacement panels. Both original and replacement panels were manufactured by the Kokomo Opalescent Glass of Kokomo, Indiana. The car was originally equipped with K-6 controllers; a pair of K-6 controllers were obtained from another museum and used on the

¹ A truck is a unit comprised of four wheels, two axles, two electric motors, springs, brake mechanism and other associated parts. Car 26 rides on two Brill 27-E trucks.

² The J.G.Brill Co. manufactured trucks for the interurban railway industry and supplied them to many car builders such as the Cincinnati Car Co.

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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Section 7 Page 2

subject car. A bumper rail, sometimes called a "people catcher" was attached on the Car #26 (see Appendix A) while in operation in Sheboygan County. The feature is not currently on the car, but is projected for the summer of 2006.³

The interior is divided into four segments. There is a conductor/motorman vestibule (see photo # 6 of 9) at each end, as well as a separate smoker (see photo #7 of 9) and coach (non-smoking) compartment in-between (see photo # 8 of 9). Each vestibule contains a set of controllers for the car, as well as air and hand brakes. The entire interior of the car is furnished with original, quarter-sawn golden oak finished panels. The smoking compartment is smaller than the non-smoking area, and features bench seating on either side. A wooden panel-and-glass door leads to the coach compartment where there are six rows of walk-over seats that rest on iron frames on one side with five on the other. When the car turns in the other direction the back rest can be moved so that the seat faces that direction. These seats are not original; however, an original iron frame was found, and replica seats were constructed to match this frame. Also in this compartment is a small, enclosed lavatory (now used for storage, see photo #9 of 9). There are currently three original luggage racks above the seats, while both compartments are lighted with regularly placed light bulbs near the clerestory windows.

Through careful restoration the car has been returned to near original condition.

³ Dan & Carolyn Doedens, Interurban Car 26 Restoration Association, Conversation with Marisa Kosobucki & John N. Vogel, 18 December 2005, Notes on file at Heritage Research, Ltd., Menomonee Falls, WI.

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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Section 8 Page 1

Statement of Significance:

The Sheboygan Light, Power & Railway Company (SLPRCo) Car #26 is locally significant under Criterion C (Engineering) with regard to Criteria Consideration B. Car #26 was one of numerous cars to serve an early twentieth-century interurban railway system that carried passengers between the City of Sheboygan and the Village of Elkhart Lake in Sheboygan County, Wisconsin. Car #26, constructed by the Cincinnati Car Company in 1908, was one of the first lightweight, wooden cars to enter the Sheboygan, Wisconsin, fleet of interurban vehicles. With its attractive wooden, curved exterior and interior amenities such as a toilet and hot-water heating, the car embodies the articulate design and workmanship of early twentieth-century, electric passenger rail car construction. With respect to its current location at the East Troy Electric Railroad Museum in East Troy, Wisconsin, the car is eligible in regards to Criterion Consideration B, as it has been relocated to a facility that maintains its historic function. The car's period of significance is 1908; it coincides with its construction date.

Historical Background:

The earliest white men to encounter what would become Sheboygan County were most likely French explorers Jean Nicollet in 1635 and Joliet and Marquette in 1643. The next white settlers in what would become the City of Sheboygan were William Farnsworth, who set up a fur trading post in 1818, and William Paine and Colonel Oliver Crocker (1822), who both established a saw mill and built two log cabins. Sheboygan County was formed in 1836; prior to that it was a part of Brown County. In 1846 the Village of Sheboygan was formed, and, in 1853, it was incorporated as a city. Up until that time boats on Lake Michigan and the Sheboygan River provided most transportation and supplies, however, in 1856 the Sheboygan/Mississippi Railroad Company laid tracks into Sheboygan. By 1860, Sheboygan city population had increased to 4,271. Growth continued into latter part of the nineteenth century with additional ship and schooner traffic in the harbor; additional docks were constructed to maintain that harbor. In response to an increased population and active city life, a public transportation system was created to serve the local citizens of Sheboygan. The first-horse drawn carts serviced the city streets in 1885 and in 1889 the Sheboygan Electric Company was started. Four years later, the population increased to 23,000 and, in 1895, electric streetcars replaced the horse-drawn carts.

The Interurban

The first interurban line in Wisconsin served the City of Appleton starting in 1886. By 1890, Wisconsin's largest city--Milwaukee--was serviced by streetcars. At its peak, the interurban routes in Wisconsin consisted of 383 miles--52 miles were included with three Illinois lines that extended into the state. Over half of this total mileage belonged to the Milwaukee Electric Railway and Light Company. The next largest consisted of 76 miles in the Winnebago area. Wisconsin's railway system developed at an early age, as more than one third of the tracks were completed prior to 1900. In 1908, the Wisconsin Railroad Commission was established to regulate all railroads, traction lines and other public utilities. At that time, the widespread interurban reached over seventy cities and towns throughout Wisconsin and the Commission successfully monitored daily activities of each electric railway company. As the Great Depression and development of buses and automobiles took shape, the interurban started to decline in the 1930s. However, some remained longer than others; the TMEL& L Co. out of Milwaukee operated until January of 1963, while interurban operation in the city of Sheboygan only lasted until the late 1930s.⁴

⁴ Central Railfans' Association, *Badger Traction: Bulletin 111* (Chicago: Published by the author, 1969), 5; Website-
<http://www.trainweb.org/twerhs/index.html/>

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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Section 8 Page 2

Street/interurban railways in Sheboygan originated in 1885 with the formation of a horse-drawn line that utilized eleven miles of track. However, after operating at a loss for its eight year existence, in 1893, the line was absorbed by the Sheboygan Electric Light Company, which together reorganized as the Sheboygan Light, Power & Railway Company (SLPRCo). Two years later, SLPRCo electrified the system and constructed a six-mile, interurban extension southwest to Sheboygan Falls by 1899. In 1903, a group of men under the leadership of Dr. F.A.C. Perrine purchased a large amount of stock in SLPRCo. Perrine was elected President of the rail operation in 1904, and continued to make a number of improvements that would help the financially stricken interurban line. Perrine's management team adjusted fares to accommodate "working men" and used incentive programs with employees that kept accurate schedules, which would use fewer cars. Usual working hours offered service for a total of nineteen hours a day, with work days for the conductors on average of ten to eleven hours per day. To increase the company's revenue, the cars also carried freight of local companies including the plumbing supply firm, the Kohler Company, local cheese factories and quarries.⁵

In 1904, the interurban reached the City of Plymouth, which provided for a total of sixteen miles of service in Sheboygan County. The Milwaukee Northern interurban extended its line from Port Washington north to Sheboygan in 1908. That same year, three new cars from the Cincinnati Car Company in Ohio joined the SLPRCo fleet—they were designated as cars #25, #26 and #27. The Cincinnati Car Company, originally a division of the Ohio Traction Company, started production of passenger and freight interurban cars, and Birney-type engines to city and railway lines throughout the United States and Canada in 1902.⁶

In 1908, the line extended to include an additional seven miles of track located northwest of Plymouth that continued interurban service to Elkhart Lake—the furthest point west in Wisconsin an interurban car could travel from Chicago, IL. SLPRCo shortened its name to the Sheboygan Railway & Electric Company in 1910. In 1916, the name was changed again to the Eastern Wisconsin Railway Company (EWRCo) and, by 1924, was known as the Wisconsin Power and Light Company (WPLCo). Interurban travel in Sheboygan County began its "downward trend" in the early 1920s, with an even sharper decline in the latter part of the decade. As a result, the Elkhart Lake run was dropped and replaced with a bus route. This was not the only line dropped in Wisconsin during the 1920s, the Northern State Power Company abandoned its line from Eau Claire to Chippewa Falls in 1926. The Wisconsin Commission (for interurban travel) itself had realized the decline of the interurban was due to "the adverse effects of cars and buses on revenues, and its own inability to compel any utility to continue operations at a loss."⁷

A strong attempt to keep the Sheboygan-based rail line afloat in 1930 resulted in the expansion of freight service. At that time, a three-road, interline freight service was established between Sheboygan, Milwaukee and Chicago. The fifty-ton locomotive that provided the service on this route was nicknamed the "bathtub special," in regards to the plumbing supply firm, the Kohler Company, who utilized most of the freight traffic. The City of Milwaukee banned freight cars on its streets in 1933 and ended this crucial income for the interurban line.⁸

By 1931, the route to Plymouth was down to one trip a day, with traffic to Sheboygan Falls still typically used. Service

⁵Gustave William Buchen, *Historic Sheboygan County*, (published by the author, 1944) 194; "The Development of A Small Road," *The Electric Railway Journal*, 33:7 (13 February 1909) 272-276.

⁶"The Development of A Small Road."

⁷Central Railfans' Association, *Badger Traction: Bulletin 111*, 70, 78; George Hilton & John F. Due, *The Electric Interurban Railways in America* (Stanford, CA: Stanford University Press, 1960) 168.

⁸Central Railfans' Association, *Badger Traction: Bulletin 111*, 70, 78; George Hilton & John F. Due, *The Electric Interurban Railways in America* (Stanford, CA; Stanford University Press, 1960), 168.

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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

within the city of Sheboygan terminated in 1935 and the interurban line's final run was on December 11, 1938, to Plymouth. Modern automobiles, coaches and buses made strong competition for the all interurban lines across the United States and eventually replaced that mode of transportation. With the decline of interurbans, their car manufacturers also went out of business, including the Cincinnati Car Company.⁹

Cincinnati Car Company

Started in 1902, as a subsidiary of the Ohio Traction Company, The Cincinnati Car Company designed and manufactured interurban railway cars. Passenger and freight interurban cars, as well as Birney-type engines were its main product lines and were typically constructed of either wood or steel. In the 1920s, they continued to have success with their curved-side, lightweight cars that were designed by their chief engineer Thomas Elliot; however, their orders dropped dramatically as a result of the financially stricken interurbans throughout the country. The company continued operations on its own until December 1928, when it merged with the Versare Car Corporation of Watervliet, New York. The production of interurban cars through Versare lasted until 1931, when the company ceased operations altogether. The Great Depression, along with the competitive market of trolley-coach and gas-powered bus markets, both contributed to the closure of the Cincinnati Car Company.¹⁰

After the termination of several car manufacturing companies and interurban lines throughout the country—including Sheboygan—tracks had to be dismantled and cars sold to other interurbans still in operation. Some cars did not make it to other existing lines and were sold to private parties that used them at their disposal. Car #26 was one of those cars.

Sheboygan Light, Power & Railway Company Car #26:

In 1937, Mr. and Mrs. John B. Huenink purchased Car #26 for two hundred and fifty dollars and moved it to their property near Lake Michigan where they turned it into a summer cottage; the following year, the interurban railroad ceased operations in Sheboygan County. In 1946 it was purchased by Hattie & Ben Huenink of Cedar Grove. The Berend and Jeannette Doedens family took ownership of the car in 1947, and continued to use it as a summer haven. The car began to deteriorate from the weather and was in poor condition until 1988, when it was donated by Paul Doedens to the Friends of the East Troy Electric Railroad Museum in East Troy, Wisconsin; the car was moved from the cottage site near Cedar Grove to the museum in 1992. In 1998, Dan and Carolyn Doedens and Don Lenz, under the auspices of the Friends of the East Troy Electric Railroad Museum, organized the Interurban Car 26 Restoration Association. At this time the car was brought to Plymouth, Wisconsin, for its extensive rehabilitation. The general structure of the car was still intact; however, while it was used as a summer cottage, most of its mechanical equipment was removed. Through large volunteer efforts, and a widespread campaign, monetary funds were raised to support the significant work needed to rehabilitate Car #26. The car is currently located at the Electric Railroad Museum in East Troy, Wisconsin, where it will be utilized for recreational passenger service on the East Troy Electric Railroad Museum's railroad line.¹¹

⁹Steve Maersch "Few Miles of Track," *The Sheboygan (WI) Press* (30 August 1962), 11.

¹⁰Cincinnati Car Company Collection located on the Indiana Historical Society website library, http://www.indianahistory.org/library/manuscripts/collection_guides/p0376.html, Accessed April 2005.

¹¹Bill Wangemann, "The rescue of Car 26 keeps county history alive," *The Sheboygan Press* (16 March 2004), Accessed online at http://www.wisinfo.com/sheboyganpress/news/archive/local_15236776.shtml; Dan Doedens, Conversation with Brian J. Faltonson, 17 December 2002, Notes on file at Heritage Research, Ltd., Menomonee Falls, WI.

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Section 8 Page 4

Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Engineering

Moving away from the horse-drawn cars, the first electric railway/interurban cars were small and unstable as they rested on a centrally located truck that had four wheels. Frequent side-railing was experienced with these cars, until early 1900, when lighter models were designed. Constructed of wood, these curved-sided cars became the trend for interurbans in the Midwest. The car design was varied, however, there were some common characteristics including wooden construction, railroad clerestory roofs and windows placed in pairs surmounted by small fanlights of decorative stained glass, smoker compartments, and wooden interiors finished with hard wood such as mahogany, cherry or oak. The design of the wooden interurban was handsome as well as functional; the rounded corners reduced clearance problems in the city streets while the stained glass windows provided sun shade and the clerestory roofs provided ventilation. In 1908, the Sheboygan Light, Power & Railway Company received three of these wooden cars.¹²

The three new "sister" cars--#25, #26 and #27--constructed by the Cincinnati Car Company were fixed with all of the modern conveniences. They were constructed of wood and were at least ten feet longer than the cars already in operation for the interurban line. Passengers on these cars enjoyed smoking compartments, toilets, push button signals, package holders and hot water heating. The cars were accessed with double doors that opened into compartments on either end of the car; one was smoking and the other was non-smoking.¹³ Of the three cars, only Car #26 is known to be extant and restored to near original condition.

The cars had a maximum speed of 45 mph. Each car had two motor control devices, one located at each end. A conductor and a motorman were situated on either end of the car and when a car switched directions, the conductor and motorman would exchange places. The car's four electric motors generated power from a trolley pole that ran along overhead wires, while stoves heated the cars during winter months. The numbers on the cars translated the time and direction of the car—the first number indicated the hour that the car left the terminal and the second number indicated the direction the car was traveling.¹⁴

Criteria Consideration B: (Moved Properties)

Car #26 is no longer located in its original setting, which introduces Criterion Consideration B regarding moved properties. Car #26 originally operated from 1908 through 1937 on an interurban line that stretched from Sheboygan to Elkhart Lake in Sheboygan County.. None of this line presently exists. The car is currently housed at the East Troy Electric Railroad Museum car barn in the Village of East Troy, Walworth County, Wisconsin. When the car is in operation, it runs on a 6.3 mile stretch of interurban line (originally part of the TMERL & Co. line) between the villages of East Troy and Mukwonago, which is the only operational stretch of interurban line that remains in Wisconsin. Given the fact that the car's original setting no longer exists and the car will be operated on an original interurban line, the resource meets the requirements of Criteria Consideration B. In addition, the Car's primary significance is under Criterion C as an example of a passenger car property type. Car #26 has been restored and reflects the car's appearance during its period of operation.

¹² "Few Miles of Track, Memories Recall Electric Railway Heyday," *The Sheboygan Press*, 30 August 1962.

¹³ "New Cars Arrive," *The Plymouth (WI) Reporter*, 14 March 1908.

¹⁴ Bill Wangemann, "The rescue of Car 26 keeps county history alive"; *The Development of A Small Road.*

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**National Register of Historic Places
Continuation Sheet**

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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Summary:

A vestige of the once popular interurban travel that serviced Sheboygan County, Wisconsin, Car #26 is eligible for the National Register under Criterion C, as an example of a property type. The car's design follows early railway car building techniques and is typical of the electric interurban railway cars built from 1900 to 1910. The car retains a significant level of integrity on both the interior and the exterior and is eligible under Criterion C: Engineering. In regards to Criterion Consideration B: Moved Properties, Car #26--although no longer in its original setting--is considered eligible because its significance is as a property type. Furthermore, its current setting allows the car to be used and displayed along an interurban rail corridor.

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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

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United States Department of the Interior
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Section 9 Page 2

Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Website-
<http://www.trainweb.org/twerhs/index.html/>

**United States Department of the Interior
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Section 10 Page 1

Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Verbal Boundary Description

Sheboygan Light, Power & Railway Company Car #26 is housed at the East Troy Electric Railroad Museum car barn. This car barn is located approximately two blocks west of the museum's depot and gift shop. Car #26 is located on the tracks in the east side of the car barn. The boundary is defined as a box extending five feet around the car as it sits on the tracks within the car barn.

Boundary Justification

When not in operation, Car #26 is stored at the East Troy Electric Railroad Museum car barn.

**United States Department of the Interior
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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Section photos Page 1

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Car, leaving the car barn)

2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to southwest
Photo #1 of 9

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Car, length view)

2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to northwest
Photo #2 of 9

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Car, length view)

2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to northeast
Photo #3 of 9

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Car, side view)

2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin State Historical Society
View to east
Photo #4 of 9

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Car, detail of truck)

2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to northwest
Photo #5 of 9

**United States Department of the Interior
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Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin

Section photos Page 2

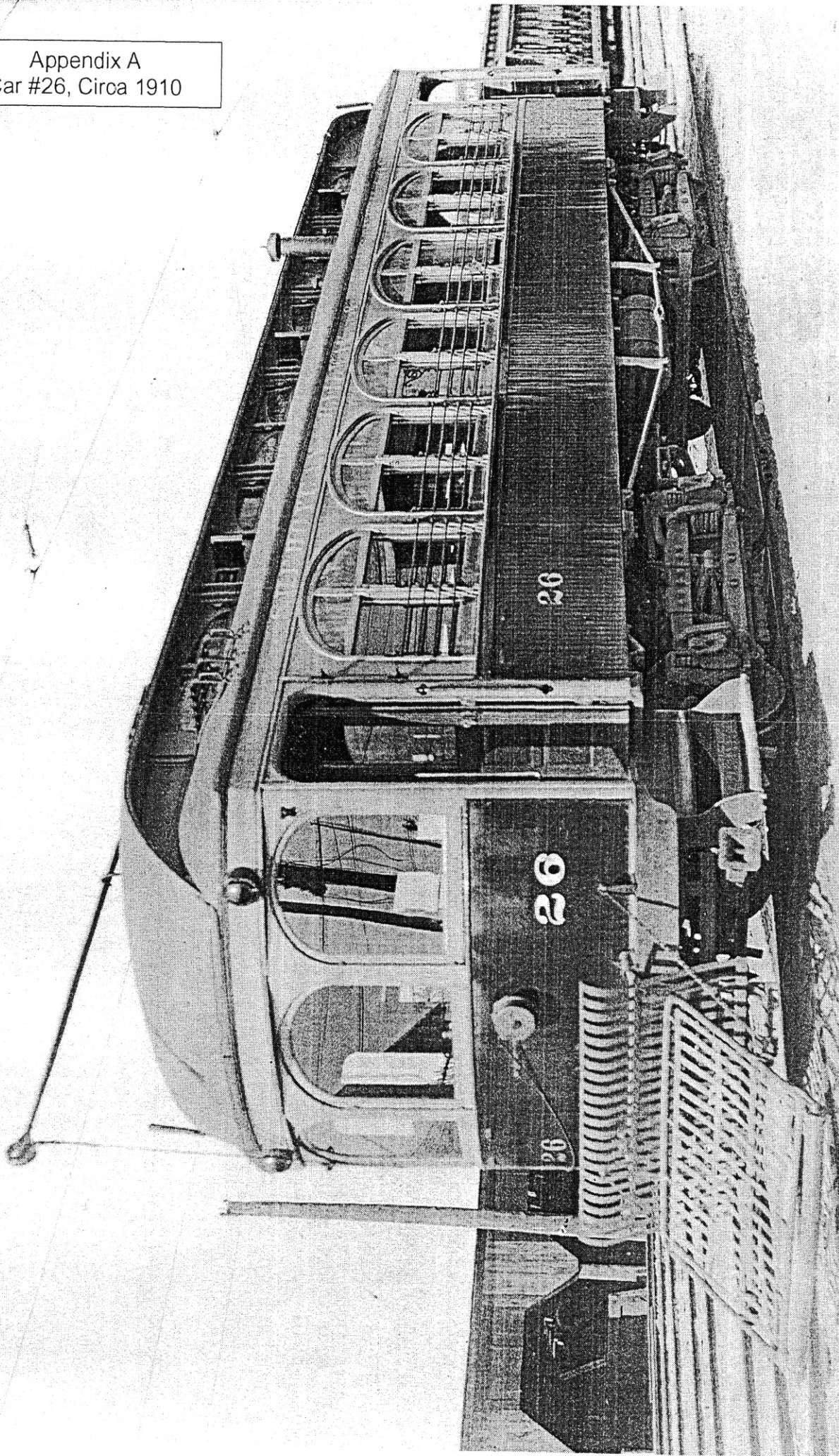
SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Car, looking into vestibule and control area)
2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to
Photo #6 of 9

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Interior, coach compartment with lavatory)
2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to
Photo #7 of 9

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Interior, smoker compartment looking into coach compartment)
2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to
Photo #8 of 9

SHEBOYGAN LIGHT, POWER & RAILWAY COMPANY CAR #26 (Interior, lavatory)
2002 Church Street
East Troy, Walworth County, WI
Photo by Marisa Kosobucki
2005
Negatives at Wisconsin Historical Society
View to
Photo #9 of 9

Appendix A
Car #26, Circa 1910



Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin



Appendix B -
Car in use as summer cottage, date unknown
Sheboygan Light, Power & Railway Company Car #26
East Troy, Walworth County, Wisconsin