



REGULAR HISTORIC PRESERVATION COMMISSION

MEETING

Mukwonago Municipal Building / Board Room
440 River Crest Court, Mukwonago, WI 53149
February 5, 2026 at 5:30 PM

AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes**
 - 3.1 Approval of the June 6, 2024 Historic Preservation Commission minutes as prepared and distributed
4. **Public Comment**
5. **New Business**
 - 5.1 Discussion/Action regarding **HPC Resolution 2026-01** a resolution of opinion of the Historical Preservation Commission of the Village of Mukwonago regarding the nomination of the East Troy Electric Railroad meeting the eligibility criteria of the National Register of Historic Places (NRHP)
6. **Adjournment**

Members: Historian Jeff Vanevenhoven, Real Estate Broker Ray Gooden, Trustee Scott Reeves, Citizen Members: Mary Patz, Janine Coley, Andrea Cooper, and Wesley Willoughby

It is possible that a quorum of, members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice. Please note, upon reasonable notice, efforts will be made to accommodate the needs of individuals with disabilities through appropriate aids and services. For additional information or to request this service, contact the Municipal Clerk's Office, (262) 363-6420.

MINUTES OF THE HISTORIC PRESERVATION COMMISSION MEETING

Thursday, June 6, 2024

Time: **5:30 pm**

Place: **Mukwonago Municipal Building, 440 River Crest Court, Mukwonago, WI 53149**

Call To Order

Meeting was called to order by Trustee Scott Reeves at 5:30 pm

Roll Call

Members Present: Scott Reeves
Jeff Vanevenhoven
Mary Patz (arrived at 5:32pm)
Andrea Cooper
Janine Coley

Excused: Ray Gooden

Also present: Village Clerk/Treasurer Diana Dykstra
Building Supervisor Tim Rutenbeck

Approval of Minutes

Minutes of December 7, 2023

Motion by Coley/Vanevenhoven to approve minutes from December 7, 2023. Unanimously carried.

New Business

Approve a Certificate of Appropriateness for Suzanne Perkins, Applicant at 406 Grande Ave, MUKV 1973-046; to rebuild a front porch with replacement windows

Notes: Owner to change windows, restore structural integrity of porch and to use same windows as ones on rear of house. Color to be white with support posts and raised panels on bottom. Hope to be done in a month.

Motion by Reeves/Patz to approve Certificate of Appropriateness for 406 Grande Ave. Unanimously carried.

Adjourn

Meeting Adjourned at 5.:39pm

Respectfully submitted
Shay Zerfas
Village Deputy Clerk-Treasurer

**VILLAGE OF MUKWONAGO
WAUKESHA AND WALWORTH COUNTIES**

HPC RESOLUTION NO. 2026-01

**A RESOLUTION OF OPINION OF THE HISTORICAL PRESERVATION COMMISSION OF THE
VILLAGE OF MUKWONAGO REGARDING THE NOMINATION OF THE EAST TROY ELECTRIC
RAILROAD MEETING THE ELIGIBILITY CRITERIA FOR THE NATIONAL REGISTER OF HISTORIC
PLACES (NRHP)**

WHEREAS, the Village of Mukwonago (“Village”) received a memorandum from the State Historic Preservation Office (SHPO) regarding the submission of a nomination for the East Troy Electric Railroad to the NRHP; and

WHEREAS, the Village, as a Certified Local Government (CLG) with jurisdiction in which a portion the boundaries of the property nominated lies within the Village’s municipal boundaries; and

WHEREAS, the Village Historical Preservation Commission (HPC) is required to review the nomination and provide comment or feedback as to whether, in the opinion of the HPC, the nomination meets the eligibility criteria for the NRHP or not; and

WHEREAS, the HPC is to provide an opinion and comments to the State Review Board for their consideration of the nomination; and

WHEREAS, it is not the responsibility or the authority of the Village HPC to require or request edits from the nomination preparer or to formally approve the nomination; and

WHEREAS, the Village HPC has reviewed the nomination documents provided by SHPO and discussed the nomination against the eligibility criteria at a public meeting with time allocated for comment from the public.

NOW, THEREFORE, BE IT RESOLVED by the Historical Preservation Commission of the Village of Mukwonago, Wisconsin, as to the nomination for the East Troy Electric Railroad meeting the eligibility criteria for the NRHP, renders an opinion in the affirmative.

NOW, THEREFORE, BE IT FURTHER RESOLVED the Historical Preservation Commission provides the following comments, concerns, feedback, or clarification requests in conjunction with its opinion:

1. The map shown on Page 46 of the nomination form shows a note stating, “Division Line between Town of Mukwonago and Railroad Ownership”. The Village provides a comment to clarify that the note and any subsequent approving documents should reference the “Village of Mukwonago”.
2. The map on Page 46 for the boundary of the Historic District shows a wide swath of Village owned land known as “Indianhead Park”. The Village provides a comment to request that

the historic designation be limited to the tracks, electric poles, lines, and rail cars within Village of Mukwonago owned property and not a larger swath of Village owned land outside of these boundaries/items.

Passed by the Village of Mukwonago Historical Preservation Commission this 5th day of February, 2026.

VILLAGE OF MUKWONAGO HISTORICAL PRESERVATION COMMISSION

By: _____
Commission Chair

Attest: _____
Commission Secretary

PLAN COMMISSION STAFF REPORT

TO: Village of Mukwonago Historical Preservation Commission

FROM: Peter Gesch, P.E., Ruekert & Mielke, Inc.

REPORT DATE: January 26, 2026

MEETING DATE: February 5, 2026, 5:30 P.M.

SUBJECT: East Troy Electric Railroad – National Register of Historic Places Nomination Review as a Certified Local Government (CLG)

BASIC INFORMATION	
Item for Review	East Troy Electric Railroad NRHP Nomination
Applicant:	East Troy Electric Railroad Museum
Application Preparer:	Kurt Garner/KW Garner Consulting
Request:	Review and Provide Opinion If Application Meets NRHP Eligibility Criteria
Staff Recommendation:	Approve and Sign Resolution of Opinion of HPC on NRHP Eligibility Criteria for Application

Agenda Item Summary & Overview

The East Troy Electric Railroad Museum, Inc. has submitted a nomination to the State Historic Preservation Office (SHPO) to be placed on the National Register of Historic Places (NRHP). This nomination is subject to the review by the State Review Board with consideration of application materials supplied by the applicant and comments or feedback from Certified Local Governments (CLG) that have jurisdiction for the property that was nominated.

As part of the review, SHPO provides the application documents to the CLG(s) with jurisdiction and requests that the Historical Preservation Commission (HPC) in that CLG review and provide an opinion as to whether the property meets the eligibility criteria for the NRHP.

Responsibilities of the Village HPC

In accordance with Village Ordinance § 100-305(e)(2), the Village HPC has a duty to cooperate with the State of Wisconsin Historic Preservation Office and review nominated properties and to provide an opinion on the nomination for the State Review Board to consider in their final review.

The Village has a formal partnership with SHPO through the Certified Local Government Program. Federal regulations define the program and require participation of CLG partners in the National Register program to review nominations and submit an opinion to SHPO. It is also an opportunity to provide comment, as the local experts, on the nomination in other ways if the HPC finds glaring errors or omissions.

It is not within the HPC's responsibility or authority in this specific instance, to require or request edits from the nomination preparer or issue a formal Certificate of Appropriateness that is defined in the Village Ordinances as a formal approval of an application for construction or modifications to a historic building, site, or district.

Eligibility Criteria for NRHP

The criteria for eligibility for a property to make it on the National Register are:

1. Property associated with events that have made a significant contribution to the broad patterns of history.
2. Property associated with the lives of persons significant in our past.
3. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possess high artistic values, or represents significant and distinguishable entity whose components lack individual distinction.
4. Property has yielded, or is likely to yield, information important in prehistory or history.

The submitted nomination has indicated that the nomination complies with #1 above.

Impacts on Village

Through correspondence with SHPO in early 2025, Village staff inquired about the impact that the approval of this nomination to the NRHP would have on Village property, right-of-way, and future Village projects on the roads that the East Troy Railroad crosses within Village limits.

SHPO has indicated that the only impact on the Village is that future projects that abut or cross the railroad, such as road repaving or utility improvements, would require a review by the SHPO to determine if the proposed Village improvements impacts the designated historic place or property on the NRHP and that efforts are made by the Village to maintain the integrity of the historic place or property. It is not anticipated that a future Village road or utility project would impact the historic designation in a way that would prevent the Village from performing routine repairs, maintenance, or upgrades as it normally would. SHPO review averages 7-days for response to review, so there is not added project review time associated with the additional review the Village needs to submit for.

The historic designation would include the railroad right-of-way, tracks, electric poles and lines, and associated rail buildings and rail cars that are not located on Village lands. Indianhead park is owned by the Village, and the East Troy Electric Railroad simply has rights to use the tracks on the Village property.

Other Considerations

By Ordinance, the Village Plan Commission or Village Board does not need to act on the matter to designate a local Historic District, Historic Structure, at this time. A summary of the review of the nomination and opinion of the HPC should be provided to the Village Board as information only. Should the nomination be accepted by SHPO and placed on the NRHP, the Village may act to designate the railroad property as a historic structure within the Village. Further guidance will be provided through consultation with the SHPO if the nomination is accepted to the NRHP.

Staff Review Comments

1. The map on Page 46 shows the division line between “Town of Mukwonago and Railroad Ownership”. The Village should provide a clarification comment that the image should state “Village” of Mukwonago.
2. The map on Page 46 for the boundary of the Historic District shows a wide swath of Village owned Indianhead Park. The Village should provide a comment/request to the review board that designation on the NRHP be limited to the tracks, electric poles, lines, and rail cars within Village of Mukwonago owned property and not a larger swath of property outside of these boundaries/items.

Recommended Action

Approve and sign the resolution of opinion of the HPC on the NRHP eligibility criteria for the nomination as provided or modified by the HPC.

Attachments

1. Memo from SHPO for CLG Review
2. East Troy Electric Railroad Nomination Form
3. East Troy Electric Railroad Photos for Nomination
4. Draft Resolution of Opinion from HPC



Memorandum

To: Certified Local Governments in Wisconsin
From: State Historic Preservation Office (SHPO), Certified Local Government Coordinator
Date: November 20, 2025
Re: *National Register of Historic Places* nominations for properties in CLG jurisdictions

When the *State Historic Preservation Office* (SHPO) receives a *National Register of Historic Places* (NRHP) nomination for a property within the jurisdiction of a *Certified Local Government* (CLG), the preparer will share the nomination with the chief elected official and the Historic Preservation Commission (HPC) in that community at least 60 days prior to the State Review Board's consideration of the nomination. The State Review Board meets quarterly, typically in February, May, August, and November.

This is an opportunity for the HPC to comment on the nomination and contribute local knowledge of the property and its history.

As a CLG, your commission's responsibility is to review the nomination and provide an opinion as to whether the property meets the eligibility criteria for the NRHP. Typically, HPCs do this by placing the nomination on the agenda of a regular meeting and allocating time for public comment as well as commission review. It is not within the HPC's responsibility or authority to require or request edits from the nomination preparer. If the commission has concerns or feedback about the content of the nomination, that information should be transmitted directly to the SHPO.

A summary of public comments and/or a letter of the commission's opinion may be submitted, by postal mail or email, to:

Ian Gort
ian.gort@wisconsinhistory.org

State Historic Preservation Office
Wisconsin Historical Society
816 State St. Rm. 305
Madison, WI 53706

The letter may come from the chair of the HPC, the director of the Planning Department, the chief elected official, or any combination thereof. Regardless of whether the SHPO receives correspondence from the CLG, the SHPO will proceed with the nomination process.

Name of Property

County and State

United States Department of the Interior
 National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: East Troy Electric Railroad Historic District

Other names/site number: The Milwaukee Electric Railway & Light Company

Name of related multiple property listing: N/A

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

2. Location

Street & number: A corridor beginning in Indianhead Park in Mukwonago and ending west of Division Street in East Troy.

City or town: East Troy/Mukwonago State: WI County: Walworth/Waukesha

Not For Vicinity:

Publication:

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 at the following

level(s) of significance: National Statewide Local

Applicable National Register Criteria A B C D

Signature of certifying official/Title:	Date
Tricia Canaday, Wisconsin State Historic Preservation Officer	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date

Name of Property

County and State

Title:	State or Federal agency/bureau or Tribal Government

Name of Property

County and State

4. National Park Service Certification

I hereby certify that this property is:

- Entered in the National Register
- Determined eligible for the National Register
- Determined not eligible for the National Register
- Removed from the National Register
- Other (explain:)

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the county)

Contributing	Noncontributing	
2	3	Buildings
0	0	Sites
14	24	Structures
9	0	Objects
25	27	Total

1

Number of contributing resources previously listed in the National Register _____

Name of Property

County and State

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: rail-related

INDUSTRY/PROCESSING/EXTRACTION:
energy facility

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: rail-related

RECREATION AND CULTURE:
museum

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY

REVIVALS: Classical Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK, CONCRETE, METAL: Steel, WOOD

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The East Troy Electric Railroad Historic District is a 7.2-mile active rail corridor between the south edge of Mukwonago and the railroad yards west of Division Street in East Troy (photo 02). The district contains car storage and repair shops, and most notably, the 1909 Neoclassical East Troy Substation building (lower right corner of photo 01). Among the other resources, which include the railroad grade, tracks, powerlines, and switch stands, are a number of rolling stock,

Name of Property

County and State

eight of which are associated with The Milwaukee Electric Railway & Light Company (TMER&L), the parent company of the East Troy Electric Railroad.

Narrative Description

Setting

The East Troy Electric Railroad Historic District is an active 7.2-mile rail corridor, generally seventy-five feet wide except at its railyards. It covers approximately seventy acres extending from its beginning point in the railyard west of Division Street in East Troy (photo 01-02), north of downtown, in a northeasterly direction to its terminus at Indianhead Park as it curves crossing to the east of Main Street on the south edge of Mukwonago (photos 46-47). Much of the corridor follows the north/west side of Main Street between the two cities, and features prominently along the highway due to its raised grade and system of electric lines and poles (photos 29-31).

Landscape

The landscape along the railroad is a combination of wooded areas, particularly where grade cuts have occurred (photos 32-35, 42), roadside lawns (photos 29-31), and some wetlands. Most of the south/east side of the grade is bordered by the highway except in residential areas of East Troy and in Indianhead Park in Mukwonago. The north/west side is bordered by a mix of woodlands, wetlands and lakes, and farmland. While the rail yards in East Troy are industrial in nature and have other older industrial buildings adjacent to the site (photos 01-02), the area at the terminus, in Mukwonago, features wetland areas around lower and upper Phantom Lake into which the Mukwonago River empties. This borders Indianhead Park on its north side (photos 46-47).

Exterior/Interior -N/A (see contributing building section)

Integrity

The East Troy Electric Railroad Historic District demonstrates historic integrity by retaining its original grade, tracks, power system, and other resources from the period of significance. The corridor features an impressive substation in East Troy (1909, photo 07), concrete culverts, switch stands and monuments associated with the railroad's period of significance. Two modern bridges cross over the railroad and are not associated with the railroad's period of significance and therefore are non-contributing (photos 35, 41). A rail spur extends from a Y junction into a small industrial complex on the east edge of East Troy (photo 21). Because of its association with the electric railroad when constructed in 1969, it is considered a separate but contributing structure. Three buildings were constructed in railyards to store or repair rolling stock after the period of significance, and while echoing the industrial nature of these areas, and historic use, they are considered non-contributing (photos 03, 38-40).

The East Troy Electric Railroad Museum owns twenty-nine rolling stock (rail cars, locomotives, etc.) that are stored in the historic district. Of these, eight are associated with the East Troy Electric Railroad or its parent company, The Milwaukee Electric Railway & Light Company. One of these eight is non-contributing because it was built in 1972 after the period of

Name of Property

County and State

significance (Car #21, photo 48); another is individually listed on the National Register (Car #26, photos 50-51). The other six are considered contributing structures. The continued use of these railcars for passenger travel and repair by the railroad further underscores the significance and integrity of the district. While the other cars are not associated with the railroad and are considered non-contributing, their age and purpose is similar to other cars. For this reason, their presence does not detract from the integrity of the district. A complete inventory of resources follows.

EAST TROY ELECTRIC RAILROAD INVENTORY OF RESOURCES

Listed from south-to-north beginning in East Troy and ending in Mukwonago

Buildings: *Contributing: 2 Non-contributing: 3*

Railroad Car Barn at Shop Yard, c. 1982. 2015 Division Street (425' west of RR crossing of Division St.), East Troy. Non-contributing.

Photos 03-04

This gabled building, measuring approximately 60' x 250', was constructed about 1982 to store the museum's growing collection of rolling stock. The building is of wood construction, typical of pole building design, with wood posts and trusses, covered with metal siding and roofing. The most notable feature of this building is its four large pairs of out-swinging wood plank doors on its front (east) façade through which run rails for rail cars entering and exiting the building. The interior is unfinished, except for concrete walkways between the four rail lines.

East Troy Substation, 1909. Neoclassical. 2002 Church St., East Troy. Contributing.

Setting/Exterior

Photos 07-11

Ebert Brothers of East Troy, Contractors.

The most important historical building of the district is the East Troy Substation. The brick and concrete building is approximately 56' wide and 68' long and appears two-stories in height but is a single story. The building is situated on the northeast corner of the railroad's crossing with Church Street, set back from the street with asphalt parking in front and a lawn border with trees. The building features a tall, poured concrete base capped with a water table, and cream-colored brick walls. The building has 6/6 modern wood replacement windows that match the original sash/light configuration. The windows are set high on the facades and have concrete sills and brick hoods composed of flat arches trimmed at the top by a course of projecting brick.

The building has unusual features of Neoclassicism, including wide, tapered corner pilasters with dark-colored header brick coursing to give the pilasters a checkerboard appearance. Garland-like ornamentation of projecting brick is at the top of the pilasters. The building's walls are topped by a brick parapet that is composed of rows of dentils in a frieze-like band and a projecting, slightly tapered cornice. The cornice has a projecting, wide brick panel with projecting diamond-shaped panels within the wide panel. The roof is flat and covered with rubber membrane. A monitor-

Name of Property

County and State

style projection is located in the center of the roof, from front to back, with clerestory windows along its sides. Its roof is also flat and covered with rubber membrane.

The front (south) façade of the building faces Church Street. The building's large entry is in the west half of the façade. It is composed of a pair of tall wood doors with a panel in the bottom half of the door and a large window topped by two smaller lites in the top of the door. The transom is filled with a wood panel. The entry has a formed concrete surround that tapers inward at the top with pilaster-like sides on a base of poured concrete. The surround features a recessed panel and cornice at the top; a concrete cap extends over the top of the cornice. Carved into the recessed panel across the top of the surround is T. M. E. R. & L. CO. A 6/6 window is west of the entry. A pair of 6/6 windows are centered on the façade, east of the entry. A former window opening, filled with brick, is east of the pair of windows. The front wall of the monitor roof tapers in toward the top. The wall has three wood replacement windows that are divided into nine lites.

The east façade faces the railroad tracks and is divided into two parts by a wide brick pilaster, similar to the building's corner pilasters. The dividing pilaster is off centered to the south. The south part of the façade is dominated by a wide double-entry surround composed of formed concrete, matching the front entry. This entry features two pairs of baggage doors divided by a simple concrete pilaster centered in the larger surround. This surround also features the letters T. M. E. R. & L. CO. formed into the top recessed panel of the surround. The south pair of baggage doors are modern wood doors with a panel in the bottom half and a short panel and window in the top half. The north pair of baggage doors are original and feature a tall, recessed panel composed of planks. Two narrow lites composing a window are at the top of each door. The north part of the east façade features a passenger entry flanked by 6/6 windows. The passenger entry is composed of a limestone surround matching the other entry surrounds (except for carved letters). The modern wood door features a panel in the bottom half and a window above which are two narrow lites in the top of the door, matching the front entry doors. A concrete lintel divides the door from a wood transom divided into six lites.

The west façade has four 6/6 windows. These flank a recessed opening, filled with brick, of matching size in the center of the façade. The back (north) façade features two 6/6 windows in its west half. The east half has, from east to west, a three-panel wood door with concrete steps (original door and steps) and a transom divided into six lites. A lintel is at the top of the transom and forms the sill for a secondary, larger transom divided into six lites and topped with a brick hood. Next is a window divided into six lites with a wood panel above. A lintel extends across the panel and a large transom divided into six lites is above the lintel. The transom is topped with a brick hood. Next, and last, is a 6/6 window topped by a concrete lintel above which is a large transom divided into six lites, topped by a brick hood. An enclosed basement stairway projects west of the back entry. It has wood siding, a shed roof, and metal door, and is a modern addition to the building. The back, tapered wall of the monitor roof rises above the center of the back façade. It features three windows divided into nine lites.

Name of Property

County and State

Interior

Photos 12-18

The building is divided into few rooms with some modern enclosures made for museum displays. The main area of the building is one large room extending from the front entry, wrapping around to the entries on the east side of the building. The southeast corner of the building has a mechanical/storage room while the northwest corner of the building has the power room with generator for the railroad. A modern toilet room is located in the northeast corner of the building. While much of the lower part of the interior features modern wall finishes for museum displays, the upper part retains exposed brick walls and is crisscrossed by steel framing, conduit and wiring associated with powering the railroad, and exposed concrete from the roof deck. The floor is also concrete. The electric generating equipment, hoist, and control panels are retained in the power room.

Integrity

Apart from modern restoration work that reconstructed windows and doorways, and some modern wall panels introduced for museum displays, the exterior and interior of the substation building convey good integrity of original intent and use of the building. The building not only serves the function of powering the railroad but also accepts and boards passengers as it did during its early years. The building's interesting exterior features, solid construction, open ceiling interior, and unfinished quality of surfaces convey the building's simple function.

Concrete Block Shed, c. 1940. 545 County Road J, East Troy. Contributing.

This small building is seen on the right side of photo 38 in front of the red building.

The shed, approximately 8' x 10' pre-dates the other buildings at the railroad's repair shop complex. The building is constructed of concrete block and features a shed roof, sloping down to the west, covered with wood decking. The building has a wood window sash without glazing on its south façade and doorway, but no door, on its east façade. The building is not used by the railroad for any particular purpose.

Repair Barn, c. 1972. 545 County Road J, East Troy. Non-contributing.

Right side of photo 38; right side of photo 40 (red building)

This gabled building, approximately 36' x 280', was constructed about 1972 as the railroad museum formed and needed both storage and repair space for rail cars. The building is of wood construction, typical of pole building design, with wood posts and trusses, covered with metal siding and roofing. The front (south) façade has two rolling doors through which run rails for rail cars entering and existing the building. The interior is unfinished with a compacted gravel floor.

Repair Barn, 2016. 545 County Road J, East Troy. Non-contributing.

Photo 39; left side of photo 40

This building is approximately 50' x 130' with a taller gabled section on the west and lower, hipped roof section on the east. The building is of wood construction, typical of pole building design, with wood posts and trusses, covered with metal siding above a concrete block wainscot and metal roofing. The south façade has a tall overhead door through which runs rails for rail

Name of Property

County and State

cars entering and existing the building. Two metal doors are east of the overhead door. The interior is finished with metal siding and ceiling and a concrete floor.

Structures: *Contributing: 14, Non-contributing: 23, National Register: 1*

Structures other than Rolling Stock

East Troy Electric Railroad Grade & Tracks/Sidings, 1906-1907. 7.2 miles between East Troy and Mukwonago. Contributing.

The railroad grade is taken together with the railroad tracks, composed of wood ties and steel rails, as a collective structure and forms the spine of the historic district. Two sidings, consisting of ties and rails, are part of this assembly: the Beulah Siding south of Beach Road (photo 32) and the siding north of Army Lake Road's south crossing of the railroad (photo 31).

The railroad grade forms a consistent, level bed of compacted soils and gravel between East Troy and Mukwonago. The grade is topped by heavy limestone ballast into which wood railroad ties are set, and the steel rails are fastened. Most of the railroad grade is banked, or built up from surrounding grade, oftentimes with swales between it and the highway to its south/east (photo 29). A roughly half-mile section centered on the Beach Road Bridge features a grade cut with elevated banks on either side of the railroad (photo 34-35). This also occurs at the Phantom Woods Road Bridge crossing where a grade cut was required into the topography (photo 42).

As the railroad enters/exits East Troy on its northeast side, it passes by Oak Ridge Cemetery on its southeast side (photo 24). Some small nodes of commercial development are near the railroad, most notable are a few historic commercial buildings: J. Lauber's Ice Cream Parlor in East Troy (opposite side of the tracks from the substation, right side of photo 06), Elegant Farmer (crossing of County Road J/opposite the car repair yards, right side of photo 37), and Dawn's Trolley Pub at the crossing of Phantom Woods Road (left side of photo 41).

East Troy Electric Railroad Power Lines, c. 1940-1970. 7.2 miles between East Troy and Mukwonago. Contributing.

The power lines that provide electricity to the rail cars are positioned on wood poles, about thirty feet tall, from wood crossarms that extend out over the railroad. Power lines extend over the center of the railroad and connect from top to top of pole (photo 29-30). Ceramic and glass insulators, from various periods of the railroad's use, are positioned on poles and crossarms. Some of the wires carry historic signs for locations along the rail, such as the location on each side of Church Street in East Troy (photo 06). The poles, crossarms, lines, insulators, and other equipment used for conducting power for the railroad are considered one system, and therefore, one structure. This includes the powerline extension on the Trent Spur.

Trent Junction Y and Spur, 1969. 340' southwest of RR crossing of North St., leading south onto Young Street (East Troy). Contributing.

Photo 21

Name of Property

County and State

Just south of North Street on the northeast edge of East Troy is a rail line "Y" for routing trains onto a rail spur that leads into a small industrial complex on the east edge of East Troy. The spur crosses Main Street and enters the right-of-way of Young Street in the industrial complex. Like the primary railroad line, this section's features function together as one structure.

Arched Concrete Culvert (behind Oak Ridge Cemetery), c. 1907. 875' northeast of RR crossing of North St. (East Troy). Contributing.

Photo 25 shows east side of culvert.

The concrete culvert was formed from wood planking, as is evident from the inside wall of the arch. The mouth of the arch is approximately three feet wide.

Arched Concrete Culvert (south of Sawyer Road), c. 1907. 243' southwest of RR crossing of Sawyer Road (East Troy). Contributing.

Photos 27 (west side) and 28 (east side) of culvert.

This is the most elaborate of the concrete culverts used in the railroad grade. The culvert was formed from wood planking, and the mouth of the arch is approximately six feet wide. The west side of the arch is finished like the arch at the cemetery. The east side, however, has a finished concrete portal with flanking embankment walls of concrete that flare outward toward the bottom. The portal features a cap that follows the flare of the embankment sidewalls.

Lake Beulah Steps (Beulah Siding south of Beach Road), c. 1915. 550' southwest of RR crossing of Beach Road (East Troy). Contributing.

Photo 33

Brick pavers form a six-tiered stairway down to the railroad from its grade cut on the west side south of the Beach Road crossing. The stairway has rubblestone edging and large tiers, or landings, of brick that wrap up the graded hillside to the north. The steps recently had the brick pavers uncovered and reset where required.

Beach Road Bridge, c. 1980. Crossing of Beach Road with RR (East Troy).

Non-contributing.

Photo 35

This is a modern steel and concrete road bridge with steel guardrails.

Bulkhead Concrete Culvert (south of County Road J), c. 1907. 980' southwest of RR crossing of County Road J (East Troy). Contributing.

Photo 36 (east side of culvert).

This culvert is a simple concrete box-form culvert with flat sides and deck; all composed of plank-formed concrete. It is approximately four feet wide at the mouth.

Phantom Woods Road Bridge, c. 1980. Crossing of Phantom Woods Road Bridge with RR (Mukwonago). Non-contributing.

Photo 41

This is a modern steel and concrete road bridge with steel guardrails.

Name of Property

County and State

Girder/Abutment Culvert (north of Bayview Road), c. 1907. 565' northeast of RR crossing of Bayview Road (Mukwonago). Contributing.

Photo 45 (north/west side of culvert).

This structure is similar to the bulkhead culvert with flat, vertical concrete abutment walls that were formed by wood planks but instead have steel girders spanning the abutment walls. The top of the abutment walls features a concrete "seat" into which a wood beam rests to either side of the steel I-beams that span the opening. The abutment walls taper down/outward. The span is approximately five feet wide.

Railroad Rolling Stock Associated with Milwaukee Electric Railway & Light Company. These are housed at either the car barn in East Troy or repair barns at 545 County Road J. Each railcar is described unless it is similar to another car.

East Troy Electric Railroad Single-truck Open Car #21, 1975. Non-contributing. Built by the East Troy Electric Railroad.

Photo 49

The small open-seated railcar was constructed from parts of a few other railcars by the East Troy Electric Railroad in 1975 for passenger excursions on the line between East Troy and Mukwonago. The car features a row of wood bench seats and wood posts that support the curved metal roof. The front and back panels of the car are also metal with a convex curve. While associated with the railroad museum, it is considered non-contributing due to its late construction date.

Sheboygan Light Power & Railway Wooden Interurban Car #26, 1908. Contributing. Built by the Cincinnati Car Company. Listed on the National Register of Historic Places. Received by ETER in 1988; restored in 2005.

Photos 50-51

The car is 45 feet long and just under 9 feet wide and has a height of about 13 feet. It seats 44 passengers. While the car was owned and operated by the Sheboygan Light Power & Railway, that interurban's connection to Milwaukee provides some association to the parent company of the East Troy Electric Railroad. The car's association and status of being listed on the National Register of Historic Places individually, constitutes its contributing status.

The sides of the car are composed of beaded boards, with a wainscot at the bottom. A row of six bi-parting windows with a full-round arched transom, composed of stained art glass, is above the wainscot. Bi-folding wood doors with full windows are on each side, near the front and back of the car. Both the front and back feature a convex curve with three full-round arched wood windows that slide down behind the front curved panel. A metal cattleguard and large headlamp are fixed to the lower panel. The roof has a slight curve upward and a monitor roof with wide, arched clerestory windows composed of stained art glass extends down the middle of the top of the car. The front and back of the monitor roof curves downward to meet the front and back of the car. Small wood brackets support the monitor roof eaves. The interior features all wood

Name of Property

County and State

paneling, including in the conductor's room at the front and back, and bench seats along the outside walls. The floor is wood and the ceilings curve with the roof of the car.

Milwaukee Electric Railway & Light Company Double-truck Streetcar #846, 1920.

Contributing. Built by the St. Louis Car Company. Received by ETER in 1986; restored in 2002. Photos 52-53

The railcar is 45' long and has a seating capacity of 55 passengers. The riveted metal-paneled car has rows of metal windows on each side. The windows function as double-hung units with a taller lower sash that lifts up into the upper sash which features a slight segmental-arched top. Bi-folding metal doors with three lites in each door are on each side at the front and back of the car. The front and back of the car project with three walls; the outer two angle inward to a narrow front/flat wall. Each of these have a window above the bottom panel. The metal roof has a convex top. The interior features a wood floor and two rows of bench seats with a center aisle. The seat frames are metal and covered with woven material. The ceiling is concave with the lower part covered with advertising materials.

Milwaukee Electric Railway & Light Company Double-truck Streetcar #978, 1929.

Contributing. Built by the St. Louis Car Company. Received by ETER in 2002; awaiting restoration.

Photo 54. This car is very similar to #846, but without arched-top windows.

Milwaukee Electric Railway & Light Company Line Car #D23, 1907/1929. Contributing. Built by the Milwaukee Electric Railway & Light Company. Received and restored by ETER in 1986. Photos 55-56

This railcar is 40' long and provided maintenance to the railroad's powerlines. A platform on top of the car swings out allowing workers to service lines and poles of the railroad. The car is more utilitarian in its construction, with wood plank walls and pairs of bi-parting double doors with windows in the top half on each side of the car. The front and back walls are projecting bays of three sides with windows in the top half. The roof is slightly concave and covered with metal, though insulated for service operations. The interior is composed of service bays.

Milwaukee Electric Railway & Light Company Utility Crane Car #L6, 1911/1929. Contributing. Built by the St. Louis Car Company. Received by ETER in 1988; restored in 1989.

Left side of photo 57; right side of photo 58

The 45 foot long railcar features a steel, flatbed back portion with a conductor's cab at the front. The flatbed portion features steel crane rigging and metal pipe guardrails around the back of the bed. The cab's side walls are composed of beaded boards and feature three windows divided into four lites. Sliding wood doors with windows in the top half are near the front of the cab on each side. The front wall of the cab is convex and covered with metal with three wood windows above bottom panels. The back wall of the cab is composed of beaded boards and features a wood door with a window in the top half on the left side. Two additional windows are to the right of the door. The roof is convex and covered with metal.

Name of Property

County and State

Milwaukee Electric Railway & Light Company 50-ton Steeplecab Locomotive #L8, 1913/1935.
Contributing. Built by the Milwaukee Electric Railway & Light Company. Received by ETER in 1989; restored in 1990.

Left side of photo 59; interior shown in photo 60.

The locomotive is nearly 46 feet long and weighs over 107,000 pounds. It was built in 1913 as a snowplow trolley car but was rebuilt in 1935 as a steeplecab locomotive. The name is derived from the elevated cab and sloping ends. The riveted, all-metal locomotive features a long-sloped end, followed by a raised conductor's cab with windows. Half of the sloped end is cutaway to a flat service area accessed from the cab by a door. This flat area features metal pipe guard railing and a large spool for wire on one end. Both the front and back of the cab have metal windows. The roof is convex and covered with metal. The interior is utilitarian with a wood floor and metal walls and ceiling.

Milwaukee Electric Railway & Transport Company 50-ton Steeplecab Locomotive #L9, 1944.
Contributing. Built by the Milwaukee Electric Railway & Light Company. Received by ETER in 1988; restored in 1990.

Right side of photo 59

Similar to the L8, the L9 is a steeplecab locomotive with sloping ends and a raised cab. The L9, though, is just over 34' long and its cab has windows all the way around. The locomotive also features flatbed service areas and guardrails and has a convex metal roof.

Railroad Rolling Stock Not Associated with Milwaukee Electric Railway & Light Company. These are housed at either the car barn in East Troy or repair barns at 545 County Road J. Because the following resources are non-contributing, only the railcar name and number, purpose, and manufacturer are listed rather than described in greater detail.

Chicago South Shore & South Bend Railroad Steel Interurban Car #6, 1926. Non-contributing. Built by Pullman Car Company. Received by ETER in 2010; awaiting restoration.

Chicago South Shore & South Bend Railroad Steel Interurban Car #9, 1926. Non-contributing. Built by Pullman Car Company. Received by ETER in 1988; restored in 1993.

Chicago South Shore & South Bend Railroad Steel Interurban Car #13, 1926/1946. Non-contributing. Built By Pullman Car Company. Received by ETER in 1998; restored in 2010.

Chicago South Shore & South Bend Railroad Steel Interurban Car #23, 1927. Non-contributing. Built by Pullman Car Company. Received by ETER in 2010; awaiting restoration.

Chicago South Shore & South Bend Railroad Steel Interurban Car/Dining Car #24, 1927/1947/1995. Non-contributing. Built by Pullman Car Company. Received by ETER in 1992; converted to dining car in 1995.

Left side of photo 49.

Name of Property

County and State

Chicago South Shore & South Bend Railroad Steel Interurban Car/Dining Car #25, 1927/1947/1991. Non-contributing. Built by Pullman Car Company. Received by ETER in 1983; converted to dining car in 1991.

Chicago South Shore & South Bend Railroad Steel Interurban Car #30, 1929. Non-contributing. Built by Standard Steel Car Company. Received by ETER in 1983; restored in 1986.

Chicago South Shore & South Bend Railroad Steel Interurban Car #33, 1929. Non-contributing. Built by Standard Steel Car Company. Received by ETER in 2010; restored in 2016.

Chicago South Shore & South Bend Railroad Steel Interurban Car #107, 1927. Non-contributing. Built by Pullman Car Company. Received by ETER in 2010; awaiting restoration.

Chicago North Shore & Milwaukee Railroad Steel Interurban Car #162, 1915. Non-contributing. Built by JG Brill Company. Received by ETER in 2022; restored in 2026.

Chicago North Shore & Milwaukee Railroad Steel Merchandise Car #228, 1922. Non-contributing. Built by Cincinnati Car Company. Received by ETER in 1988; restored in 2024.

Chicago North Shore & Milwaukee Railroad Steel Interurban Car #761, 1930. Non-contributing. Built by Standard Steel Car Company. Received by ETER in 2001; restored in 2021.

Milwaukee Street Railway Horse Car #17, c. 1885. Non-contributing. Built by the Jones Company. Received by ETER in 2003; awaiting restoration.

Mississippi Valley Public Service Double-truck Streetcar #56, 1916. Non-contributing. Built by St. Louis Car Company. Received by ETER in 2022; awaiting restoration.

Twin Cities Rapid Transit Company Double-truck Streetcar #1583, 1913/1948. Non-contributing. Built by Twin Cities Rapid Transit Company. Received by ETER in 1981; restored in 1985.

Photo 57; left side of photo 58

Chicago Elevated/Chicago Transit Authority Rapid Transit Car #4420, 1924. Non-contributing. Built by Cincinnati Car Company. Received by ETER in 1982; restored in 1985. Seen on the far right side of photo 57.

Chicago Elevated/Chicago Transit Authority Rapid Transit Car #4439, 1924. Non-contributing. Built by Cincinnati Car Company. Received by ETER in 2020; restored in 2022. Seen in photos 27-28.

Chicago Elevated/Chicago Transit Authority Rapid Transit Car #4453, 1924. Non-contributing. Built by Cincinnati Car Company. Received by ETER in 1995; restored in 1999.

Name of Property

County and State

Chicago Milwaukee St. Paul & Pacific Railroad Terminal Caboose #1738, 1956. Non-contributing. Received and restored by ETER in 1985.

Duluth South Shore & Atlantic "Soo Line" Steel Flat Car #13332. 1924. Non-contributing. Built by Pullman Car Company. Received by ETER in 1985; restored in 2002.

Repair Vehicle "the Speeder" Traction Car. C. 1965. Non-contributing

Objects: *Contributing:* 9 *Non-contributing:* 0

Switch Stands and Monuments

Generally, the switching gear, or "switch stand" is composed of steel housing that carries a square steel rod projecting from the top of the housing, which can be manually turned. The rods carry a variety of metal flags, mostly in red and green. This allows for train car rerouting on rail spurs and sidings, so they are located in railyards, sidings, and Ys. The switch at Indianhead Park features a manufacturer, patent date, and number: New Century Adjustable Pat. June 21, 1904 (photo 48). The number appears to be 968-0460. This was a product of the Bethlehem Steel Company. It is unclear if these were placed in 1907 or installed later during operations.

Railyard Switch Stands (near car storage barn yard), c. 1907. East Troy Railyard between car barn and west side of Division Street. Contributing (4 total).

Two feature a square vertical post with four rotating flags in green and red (west of Division Street, photo 05). One features a square vertical post with an elongated chevron-shaped flag in red and white stripes (just east of the car storage barn, photo 04). One features a square post with a red diamond-shaped sign (between Church and Division Street, right side of photo 06).

Substation Switch Stand, c. 1907. 2002 Church Street, East Troy. Contributing.

This features a square post with a circular red flag near the boarding platform just north of the substation (west side of the railroad, right of middle of photo 19).

Trent Junction Switch Stand, 1969. 340' southwest of RR crossing with North Street (East Troy). Contributing. This features a square post with a rectangular green flag (right side of photo 21).

Byrnes Street Whistle Stop Monuments, c. 1907. 285' northeast and southwest of RR crossing with Byrnes Street (East Troy). Contributing (2 total).

Photos 22-23

These are concrete rectangular markers, approximately six feet tall with WX molded into the face. This stands for whistle crossing, which requires the conductor to sound the train whistle in advance of crossing Byrnes Street.

Indianhead Park Switch Stand, c. 1910. 850 Main Street, 720' east of RR crossing with Main Street, Mukwonago. Contributing. Square vertical post, four rotating flags in green and red (lefts side of photo 47).

Name of Property

County and State

EAST TROY ELECTRIC RAILROAD HISTORIC DISTRICT INVENTORY TABLE

RESOURCE	TYPE	CONSTRUCTION DATE	C/NC	AHI
Railroad Car Barn	Building	c. 1982	NC	247916
East Troy Substation	Building	1909	C	10102
Concrete Block Shed	Building	c. 1940	C	247917
Repair Barn	Building	c. 1972	NC	247918
Repair Barn	Building	2016	NC	247919
Railroad Grade & Tracks/Siding	Structure	1906-1907	C	247920
Power Lines	Structure	c. 1940-1970	C	247921
Trent Junction Y/Spur	Structure	1969	C	247922
Arched Concrete Culvert	Structure	c. 1907	C	247923
Arched Concrete Culvert	Structure	c. 1907	C	247924
Lake Beulah Steps	Structure	c. 1915	C	247925
Beach Road Bridge	Structure	c. 1980	NC	247926
Bulkhead Concrete Culvert	Structure	c. 1907	C	247927
Phantom Woods Road Bridge	Structure	c. 1980	NC	247928
Girder/Abutment Culvert	Structure	c. 1907	C	248280
East Troy Railroad Single-truck Open Car #21	Structure	1975	NC	247938
Sheboygan Light Power & Railway Wooden Interurban Car #26	Structure	1908	NR/C	137458
TMER&L Double-truck Streetcar #846	Structure	1920	C	247939
TMER&L Double-truck Streetcar #978	Structure	1929	C	247940
TMER&L Line Car #D23	Structure	1907/1929	C	247941
TMER&L Utility Crane Car #L6	Structure	1911/1929	C	247942
TMER&L 50-ton Steeplecab Locomotive #L8	Structure	1913/1935	C	247943
TMER&L 50-ton Steeplecab Locomotive #L9	Structure	1944	C	247944
Milwaukee Street Railway Horse Car #17	Structure	c. 1885	NC	118333
Chicago South Shore & South Bend RR Steel Interurban Car #6	Structure	1926	NC	248281
Chicago South Shore & South Bend RR Steel Interurban Car #9	Structure	1926	NC	248282
Chicago South Shore & South Bend RR Steel Interurban Car #13	Structure	1926/1946	NC	248283

Name of Property				County and State
Chicago South Shore & South Bend RR Steel Interurban Car #23	Structure	1927	NC	248284
Chicago South Shore & South Bend RR Steel Interurban/Dining Car #24	Structure	1927/1947/1995	NC	248285
Chicago South Shore & South Bend RR Steel Interurban/Dining Car #25	Structure	1927/1947/1991	NC	248286
Chicago South Shore & South Bend RR Steel Interurban Car #30	Structure	1929	NC	248287
Chicago South Shore & South Bend RR Steel Interurban Car #33	Structure	1929	NC	248288
Chicago South Shore & South Bend RR Steel Interurban Car #107	Structure	1927	NC	248289
Chicago North Shore & Milwaukee RR Steel Interurban Car #162	Structure	1915	NC	248290
Chicago North Shore & Milwaukee RR Steel Merchandise Car #228	Structure	1922	NC	248291
Chicago North Shore & Milwaukee RR Steel Interurban Car #761	Structure	1930	NC	248292
Mississippi Valley Public Service Double-track Streetcar #56	Structure	1916	NC	248293
Twin Cities Rapid Transit Co. Double-track Streetcar #1583	Structure	1913/1948	NC	248294
Chicago Elevated/Chicago Transit Authority Rapid Transit Car #4420	Structure	1924	NC	248295
Chicago Elevated/Chicago Transit Authority Rapid Transit Car #4439	Structure	1924	NC	248296
Chicago Elevated/Chicago Transit Authority Rapid Transit Car #4453	Structure	1924	NC	248297
Chicago Milwaukee St. Paul & Pacific RR Terminal Caboose #1738	Structure	1956	NC	248298
Duluth South Shore & Atlantic "Soo Line" Steel Flat Car #13332	Structure	1924	NC	248299
Repair Vehicle Speeder Traction Car	Structure	c. 1965	NC	248300
Railyard Switch Stand	Object	c. 1907	C	247929
Railyard Switch Stand	Object	c. 1907	C	247930

Name of Property		County and State		
Railyard Switch Stand	Object	c. 1907	C	247931
Railyard Switch Stand	Object	c. 1907	C	247932
Substation Switch Stand	Object	c. 1907	C	247933
Trent Junction Switch Stand	Object	1969	C	247934
Byrnes Street Whistle Stop Monument	Object	c. 1907	C	247935
Byrnes Street Whistle Stop Monument	Object	c. 1907	C	247936
Indianhead Park Switch Stand	Object	c. 1910	C	247937

END OF DESCRIPTION, DO NOT DELETE

Name of Property

County and State

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.
- 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.)

- 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 old or achieving significance within the past 50 years

Name of Property

County and State

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Significant Person

(Complete only if Criterion B is checked.)

Period of Significance

1906-1969

Cultural Affiliation

Significant Dates

1938-1939

Architect/Builder

Ebert Brothers

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The East Troy Electric Railroad Historic District, a corridor of approximately 7.2 miles of active electric rail line, is eligible for listing in the National Register of Historic Places under criterion A using transportation as the area of significance. The historic district is a locally significant corridor featuring resources related to the operation of the East Troy Electric Railroad, including a stock of rail cars, locomotives, and maintenance cars associated with the railroad or its parent company, the Milwaukee Electric Railway & Light Company. The East Troy Electric Railroad, as an active line, is all that remains of this once prominent transportation network that provided both passenger and freight services throughout much of southeast Wisconsin. It is also one of very few electric rail systems in the Midwest and hosts a large number of restored rolling stock in active use by the railroad.

Name of Property

County and State

Period of Significance and Justification

The period of significance begins in 1906 when construction on the railroad began, and portions of it were opened for use within the district boundaries. By 1907, the line had been completed to East Troy and in 1909, the substation (extant) was constructed at the edge of the rail yards in that city. The railroad went through a separation from its parent company, which ultimately ended passenger service in 1938, but was reconstituted in 1939 by the village of East Troy for freight service. The period of significance ends in 1969 when the last major development occurred for the railroad, the Y junction for Trent Tube was built on the east edge of East Troy. The railroad was sold out of active service in the early 1970s and transitioned into passenger excursion rides.

Criteria Consideration (if applicable)

N/A

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

Summary History

Electric railways became an important part of the transportation network of larger cities in the late 1800s into the first few decades of the 20th century. They replaced horsedrawn trolley cars at a time when suburban residential development began to expand city boundaries beyond a comfortable walking distance to commercial centers. As these developed, so did broader interurban networks of electric railways that connected larger cities to each other into the first decades of the 20th century.

At one time, Wisconsin had about four hundred miles of electric railways. This transportation system allowed large cities to grow their neighborhoods ever outward and provide convenience to passengers who lived in more rural areas to patronize large cities for business and entertainment. In some instances, like with the East Troy Electric Railroad, the railway also provided electricity to communities, mail service, and the only easy means by which to transport freight to and from rural areas.

The 7.2-mile rail line, known as the East Troy Electric Railroad from Mukwonago to East Troy, was constructed by The Milwaukee Electric Railway and Light Company (TMER&L) in 1906-07 under its Muskego Lakes Division. The East Troy line fully opened for passenger service in 1907. This electric interurban rail system was part of TMER&L's network of over two hundred miles of track in southeastern Wisconsin. Because there were no competing railroads serving East Troy, TMER&L also offered freight transportation service, which led to the growth of

Name of Property

County and State

industry in the area. In 1909, the brick, Neoclassical substation was completed in East Troy (photos 07-18).

The East Troy Electric Railroad is the last remaining segment of the once extensive interurban electric passenger system owned and operated by TMER&L in southeastern Wisconsin. This system provided affordable passenger service between cities and towns before widespread use of the automobile. It also facilitated economic development in both urban and rural areas by bringing electricity to businesses, industries and residences. Shortly after it was established, the railroad also provided freight service to East Troy, which never had a standard railroad connecting it to other towns/rail lines.

With the construction of better roads and highways, interurban lines gradually lost passengers as more people drove automobiles, and the line to East Troy began to experience financial difficulties in the 1930s. In 1938, TMER&L was reorganized into two separate companies: Wisconsin Electric Power Company to provide electric utility service and The Milwaukee Electric Railway & Transport Company to operate the transportation system. In 1938-39, they petitioned the Wisconsin Public Service Commission to discontinue passenger service on the line and agreed to sell the railroad to East Troy to continue freight service under a contract with the village.

In 1950, the Transport Company terminated its operating agreement with the village. East Troy then took over operation of the railroad with authorization from the Interstate Commerce Commission to operate it as the Municipality of East Troy Wisconsin Railroad. In 1972, The Wisconsin Electric Railway Historical Society, Inc. opened its East Troy Trolley Museum and entered into a contract with the village to offer trolley rides on the railroad line using restored trolley cars, a service that continues under the East Troy Electric Railroad Museum.

Historic Context

TMER&L Company Development

The Milwaukee Electric Railway & Light Company was dual service in nature, as the name implies. It was both an electric company and electric traction, or railway, company. Depending on the period of time during its existence from 1896 through 1938, more attention was given to one aspect of the company over the other. The company was formed out of the consolidation of several railroad and streetcar companies in Wisconsin, many through the purchase by a parent company known as the North American Company. That company, along with the Milwaukee Street Railway Company, which formed from and was owned by the North American Company in 1890, were the parent companies of The Milwaukee Electric Railway & Light Company (TMER&L). TMER&L was owned by North American from 1896 through 1922, and by North American Edison Company from 1922-1938.

Name of Property

County and State

A series of successor North American Company presidents built TMER&L from what had been a large railroad and utility corporation but had been reduced to only the Milwaukee Railway and central-station electric system in 1894. North American's president, Henry Villard, had sought to expand the company's wealth by adding to its robust railroad infrastructure with the Milwaukee utility field, which had largely gone unserved into the early 1900s. Villard's successor, Henry Clay Payne, focused more attention on Milwaukee's street railway system, consolidating multiple lines into the newly established Milwaukee Street Railway Company in 1890. It was Payne who organized TMER&L Company in 1896 and provided a focus on electric traction lines, otherwise known as interurban railways. Payne was followed by John Beggs in 1902. Beggs had control of traction and light properties in Appleton, then became Payne's assistant before taking over leadership of TMER&L. Beggs was centrally involved in the Wisconsin utility industry, being affiliated with Racine and Kenosha utility properties as well as the control he had over Milwaukee's system.

Despite these other interests, Beggs was most dedicated to the development of the interurban system and essentially ignored development of the company's electric power field. One of Beggs' most ambitious plans was to connect Milwaukee to Madison and points west, through a grand terminal in Watertown. From Watertown, spokes would lead north toward Oshkosh, and south to Janesville and Beloit where it would then connect to the East Troy line.¹

TMER&L's parent company, the North American Company, also went through changes. In 1900, Villard's successor of North American was a gentleman named C. L. Westmore. He was succeeded by James Campbell, who had reservations about the future of electric traction companies. Campbell made James Mortimer his vice-president, who then thwarted Beggs' effort to expand TMER&L with additional traction company purchases. Mortimer became president of TMER&L in 1912 and found the company had all but neglected its power industry division. TMER&L was in a service area with over 400,000 potential customers but had only 13,582 customers. Through the 1920s, TMER&L vastly improved its electric power utility industry. However, through his purchase of additional stock, Beggs found new leverage to oust Mortimer and became president of the company once again. It was during this time that Beggs invested in updating and modernizing the interurban system.

Muskego Lakes Division & East Troy Line Expansion

As part of Beggs' initial interurban expansion and development, after becoming TMER&L president in 1902, he pushed for expanded traction lines into the countryside outside of Milwaukee. The area southwest of Milwaukee was more rural and lightly populated compared to areas south, north, and northwest of the city. Interest in creating a traction line began in the late 1890s and came to fruition when the Milwaukee & Muskego Lakes Traction Company was formed on November 4, 1899. A capital stock of \$25,000 was used to build a trolley line with the goal of reaching Big Bend, about twenty miles southwest of downtown Milwaukee. The

¹ Madison For a Trolley Line: *Beloit Daily Free Press*. 29 Aug 1908. Pg. 6, col.5

Name of Property

County and State

company surveyed its route to Hales Corner but only graded a section from Layton Boulevard (22nd Ave.) to South 31st Street (26th Ave.) and Burnham Street. It seems the company formed but put minimal effort into development of its line in order to sell its infrastructure to Milwaukee Light, Heat, and Traction Company (MLH&T) who purchased the incomplete line and began construction anew in 1901. By September 1, 1904, the line was completed, and interurban cars began operating from its starting point to Muskego (or Muskego Center).

From Muskego, the MLH&T sought to use an existing railroad grade made by the Milwaukee & Beloit Railroad in 1856-1857 but never completed with rails. Between 1905 and 1906, the MLH&T constructed a line leading west out of Muskego to join the Milwaukee & Beloit rail grade at an unincorporated area known as Kingston, namesake of a family who owned property in the area. At that location, a sinkhole was encountered which created delays and required a substantial fill of timber from surrounding forests. The old Milwaukee & Beloit Railroad grade was repaired or improved as necessary, passing through Big Bend, and on July 3, 1907, service began running to the road at Phantom Lake southwest of Mukwonago. This rail line enters the East Troy Electric Railroad Historic District at Indianhead Park on the south edge of Mukwonago (Waukesha County). See photo 47.

By October 21, 1907, service was extended to the Lake Beulah stop (Walworth County) where steps were eventually provided for passengers using stage services to the lake (photo 33). Construction was completed to East Troy by November 28 (photo 01). The first interurban car to reach East Troy arrived on December 13, 1907, completing the 36-mile section from Milwaukee. It was anticipated that the rail line would continue to Elkhorn, Delevan, Beloit, and beyond, using the 1850s grade. However, no interurban line extended beyond East Troy. Horse-drawn stages continued from the line to Troy Center, a small unincorporated community northwest of East Troy, and Lake Beulah, where vacationers patronized lake resorts. By the late 1910s and 1920s, a bus service was provided from East Troy to Beloit with stops between.

One year after service began in East Troy, a reflection in the *Lake Geneva Regional News* stated: It was one year ago last Sunday when the Electric was opened to East Troy, and a great day for rejoicing was December 13, 1907. That many people from this place and vicinity have visited Milwaukee the past twelve month, who were not in the habit of going to that city, non will dispute, and we have yet to hear any complaint showing the railroad to be injurious to our townspeople, but on the other hand few days pass but what someone speaks of the great convenience and benefit the road has been to East Troy. May it ever be thus, and things roll along smoothly with the M. E. R. & Co.²

Investment by the parent company, TMER&L, included major contributions to East Troy. The company built an impressive power substation in 1909 at the railway's crossing with Church Street (photo 07). The new plant allowed for a 1200-volt direct current system to replace a 3300-volt single-phase alternating current system. Just as construction began on the new substation, Congressman H. A. Cooper of Racine visited East Troy and after interviewing businessmen and

² East Troy News: *The Lake Geneva Regional News*. 24 Dec 1908. Pg. 3, col. 1

Name of Property

County and State

town officials, concluded that mail service would be greatly improved if carried by the electric railroad. He promised to place the matter before the proper authorities in Washington, D.C.³ Soon mail was being carried by TMER&L to East Troy.

The new substation allowed the company to also bring electric service to the village of East Troy in 1911. The *Burlington Free Press* noted that “power from Kilburn has been turned on the M. E. R. & L. Co’s substation at East Troy and everything has been found in good working order.”⁴ That development, along with transportation services, encouraged the establishment of several industries in the early 1900s, including a Standard Oil Company distribution plant, East Troy Lumber Company, a United Milk Products Plant, and Equity Co-ops feed and fuel plant located along the railroad. New passenger cars were also placed on the East Troy line in 1911.

The company’s Muskego Lakes Division also constructed an interurban line from Milwaukee toward Burlington using the grade of another former railroad line. This grade was owned by the Racine, Janesville, and Mississippi Railroad, better known as the Fox River Valley grade, planned to link Racine with Richmond, Illinois and the Fox River Valley Railroad. On June 19, 1909, train service reached Waterford, and by July 2, service reached the north edge of Burlington. Tracks were laid through Burlington, and service reached the south edge of the city on October 1, 1909. Similar to the line to East Troy, plans had been made to extend the Burlington line to Lake Geneva and beyond. However, wealthy resort residents of Lake Geneva objected to the idea of vacationers coming by trolley from Milwaukee, and their opposition halted any extension. Like the situation at East Troy, the railway opted for bus service between Burlington and Lake Geneva which began in 1919.

Passenger traffic on the Muskego Lakes Division of the railway was lighter than its other lines. However, its use by vacationers to the lakes area was not the only purpose it served. As a public transportation link to larger commercial centers, namely Milwaukee, the line became a designated mail route for the United States Postal Service. And, to compete with steam railroads, the Muskego Lakes Division also offered freight service to towns that were not connected by traditional railroads. This proved important to towns like East Troy, for which another railroad had not, nor would, connect it to other markets. Freight service began on the line on December 1, 1915. Parcels and milk cans were shipped, often in the vestibules of the interurban passenger cars. At Mukwonago, the interurban line obtained pricing agreements with the Soo Line for joint rates for freight service from that place. This aided in the interchange of freight delivery to several industries including lumberyards established in Waterford and Big Bend, and several industries located in East Troy.

With the profound change in transportation through the invention of, and easy access to, the automobile, the Muskego Lakes Division saw a substantial decrease in passenger traffic during the 1920s. Despite investments in upgrading the rail line and construction of a new station in Burlington in 1926, ridership was on the decline. The introduction of a rapid transit line into Milwaukee benefitted the interurbans through increased passenger patronage. Two additional

³ East Troy News: *Waukesha Freeman*. 25 Nov 1909. Pg. 7, col. 2

⁴ *Burlington Free Press*. 13 April 1910. Pg. 4, col. 1

Name of Property

County and State

freight interchanges with railroads were also established near West Junction. A connection was made between the East Troy and Burlington lines by way of Fruitland Junction and the new Rapid Transit route shuttled passengers to the Public Service Building in Milwaukee in reduced time. Proving the value of the Rapid Transit route, one streetcar motorman ran the new link to downtown Milwaukee in less than forty-five minutes, about nineteen minutes shorter than the previous best record.

When the Milwaukee Northern Railway was absorbed by TMER&L in 1928, some of their cars were rebuilt at the Cold Springs' TMER&L shops and used as part of the Muskego Lakes Division routes to East Troy and Burlington (1100 series passenger cars). The wide platform provided in the conductor's cab of these cars was useful in hauling milk cans and other freight common in the lines to East Troy and Burlington.

Perhaps due in part to the Great Depression, but also from the continuing shift from passenger train transportation to automobiles, ridership had dropped off dramatically for TMER&L during the 1930s. The Muskego Lakes Division's passenger service had declined so extensively that when TMER&L sought to end passenger service, the East Troy and Burlington lines were the first to be ended. The company claimed that receipts from the Burlington line specifically were under the cost of operating the line. Because the company was a public transportation entity, the decision rested with the Wisconsin Public Service Commission. The Commission permitted the closure of the line between St. Martin's Junction and Burlington, leading to its abandonment on May 2, 1938.

It was in the same year, 1938, that TMER&L split into two companies, one under which all the company's electric utilities would be housed, the Wisconsin Electric Power Company, and the other was known as the Milwaukee Electric Railway & Transport Company (or Transport Company for short) for operating all of the traction property. Those properties were disposed of through abandonment or sale between 1938 and 1957. It should be noted here that the power company continued to supply power to the village of East Troy.

End of Passenger Service-East Troy Electric Railroad Development

The East Troy line may have suffered the same fate as the Burlington line except that East Troy's manufacturers relied heavily on the electric railroad for hauling and delivering freight to its industries. East Troy had only been incorporated seven years when TMER&L's electric railway reached the village in 1907. Proposed but never completed, the Milwaukee & Joliet Railroad would have served the village when construction commenced in the 1850s. That may have transformed the town into a larger commercial center. However, some industry did locate in the community with the aid of freight service introduced by TMER&L in 1915. This line remained the community's only transportation system for shipment of freight even as TMER&L sought to end service in 1938.

Name of Property

County and State

Citizens and businessmen alike of East Troy were concerned about the impact ending service would have on industry and employment, just as the community was recovering from the Great Depression and subsequent recession in 1937. East Troy's population had already shifted in great measure to the automobile for passenger travel, but freight transportation was still a vital service provided by TMER&L's East Troy line. A second hearing of the Wisconsin Public Service Commission was held in East Troy on June 17, 1939, at which time, it became clear that the Transport Company was willing to sell the East Troy line for it to remain in operation. Ten days later, the village of East Troy held a referendum on the question of purchasing the 7.2-mile railway section necessary for continued freight transportation at a cost of \$10,000. The vote was overwhelmingly in favor, 377 for and 14 against the measure. The cost of the purchase was raised through the issue of bonds, raising the tax rate on property in the village.

The agreement called for East Troy to purchase the 7.2-mile railway line between East Troy and Mukwonago, from the railway's termination point in East Troy to its connection point to a traditional railroad running north/south through Mukwonago. The village would then lease it back to the Transport Company for \$400 per year for ten years and the railroad would cover its operational costs. In the event the railway was abandoned, the Transport Company committed to purchase it back for \$10,000. Because the interest was purely in freight, the interurban section between Mukwonago and Hales Corners was then abandoned on August 13, 1939. With the purchase agreement, the Transport Company transferred the M-15 car to the East Troy line to haul freight cars. Two men composed the crew for the truncated line, maintaining the railyard grounds at East Troy, along with the rails and power system.

Use of the East Troy Electric Railroad increased during World War II as a method by which materials were shipped to and from the town's industries, but in 1949, the Transport Company opted not to renew its lease with East Troy. Freight agreements between the East Troy line and traditional railroads were then cancelled as the lease was terminated. The village began operating the railroad with its own crew and purchased rolling stock necessary to maintain freight service to the community. Rate agreements were reached with the traditional railroads at Mukwonago, using the same rate applied to freight in that city. During the 1950s, the number of industries in East Troy served by the electric railroad increased, but by the 1960s, with heavier reliance on truck transportation by local industry, freight shipment on the electric railway began to decline.

The last significant development of the East Troy Electric Railroad came in 1969 when Trent Tube Company, a longstanding industry in the village, made a substantial expansion to their facilities on the southeast edge of town. The company constructed a Y interchange and rail spur from the East Troy Electric Railroad on the east edge of town south to their new plant (photo 21). Trent Tube opted not to include the cost of adding the electric power system needed to operate an electric locomotive, which led the village to purchase a diesel locomotive which was delivered in December 1969. With the increase in heavy freight cars utilizing the tracks, the village of East Troy made several improvements in 1969 including railroad tie and rail replacement, and grade crossing improvements. Eventually, the diesel locomotive was used more regularly than the M-15 car for freight transportation. By 1969, both of Trent Tube's plants were serviced by the spur (the non-electric portion was southwest of Young Street). Other industries

Name of Property

County and State

served by the East Troy Electric Railroad in 1969 include the Standard Oil Company, East Troy Lumber Company, and Baker Laboratories, all of which are located around the railroad's shop yards on the west side of Division Street (photo 02).

Creation of Passenger Excursions

About 1971, the village of East Troy entered an agreement with the Wisconsin Electric Railway Historical Society, Inc. to operate passenger cars for short excursions on the East Troy Electric Railroad to the car storage and repair yard they owned at County Highway J (photo 38). The railway historical society formed in 1967 and obtained several former TMER&L cars in that year, and in 1971, from power plants still operated by the descendent of the parent company. The village ended its lease with the historical society and began a new agreement in 1984 with the Wisconsin Trolley Museum who then relocated to East Troy in 1985, moving its collection of trolley cars. It was renamed the East Troy Railroad Museum. In 1995, the Friends of the East Troy Railroad purchased the 7.2-mile section outright from the village. The East Troy Electric Railroad has operated excursion trains on the line since 1985.

Comparative Analysis

Comparables to the East Troy Electric Railroad Historic District, in its form, are nonexistent in Wisconsin. The district hosts the only electric railway corridor that remains intact complete with grade, tracks, and power line system that allows the railway to remain operational. Its large collection of rolling stock, several of which are associated with TMER&L, further underscores not only its significance, but also its unique position in the state.

The historic district features one large building constructed by TMER&L, the 1909 substation in East Troy (photos 07-18). The building is one of the few extant buildings associated with TMER&L. Two of the most notable are located in downtown Milwaukee and were constructed by the company between 1900 and 1906. The company's old Oneida Street Station, also known as the East Wells Power Plant, on the Milwaukee River in downtown Milwaukee was constructed in 1900. The building's prominent position on the northeast corner of East Wells Street and the river is heightened by the building's scale and Neoclassical style. The building was designed by Milwaukee architect Herman J. Esser and constructed using orange terra cotta brick. The building boasts an impressive temple-front on its corner facing Wells Street at the river with THE MILWAUKEE ELECTRIC RAILWAY & LIGHT CO. in raised terra cotta brick letters on a frieze panel. The building was listed on the National Register of Historic Places in 1984.

Shortly after completion of the Wells Street facility, TMER&L built the massive Public Service Station building that covers a city block at 231 W. Michigan Street between 1902 and 1906. The building was intended to serve as offices and the main depot terminal for the railway. It was also designed by Herman J. Esser but in a robust Beaux Arts version of classicism. The building was

Name of Property

County and State

listed on the National Register of Historic Places in 1998. The company's use of Neoclassicism likely influenced the design of the East Troy substation, but only by the general style. The substation is built of cream-colored brick and formed concrete details (photos 07-11). It was built by East Troy mason/builder, Ebert Brothers. An interesting note, the town's bandstand centered in the town square has tapered corner pilasters, similar to the substation. It was built during the 1930s.

TMER&L's car repair shops were located on West Highland Street in Milwaukee. Many of these buildings that were part of the "Cold Springs" plant remain. These are mostly one and two-story brick industrial buildings constructed between the 1890s through 1920s. A prominent one built of tan brick and stone trim in a blend of Neoclassicism and the Art Deco style features TMER & L Co carved in stone above the main entrance on Highland. This is not unlike the carved letters in the top of entry surrounds at the East Troy substation.

It is necessary to look more broadly across the Midwest to compare the East Troy Electric Railroad Historic District's character and extant features with other electric railway lines. The South Shore Railroad is the only operating commuter electric railway remaining in the United States. The South Shore, formerly known as the Chicago South Shore & South Bend Railroad, skirts the south edge of Lake Michigan. The electric railway connects the city of South Bend, Indiana with Chicago, a distance of about 95 miles, with stops at several cities between. The South Shore was constructed between 1901 and 1908. Several of the South Shore's historic passenger cars were given to the East Troy Electric Railroad between 1983 and 2010. This last segment of active commuter interurban traction line is also the last part of an extensive network of interurbans in Indiana totaling more than 1,800 miles of track and second only to Ohio for the most electric railway miles in the country.

Another excursion train operation, similar to the East Troy Electric Railroad, exists at Union, Illinois at the Illinois Railway Museum. The trains run on one of two sections of track totaling approximately six miles. The museum relocated to a site where they could utilize a portion of the former Elgin & Belvidere Electric Railway, constructed in 1907. The museum has a large collection of rolling stock stored in thirteen barns and a depot building relocated from nearby Marengo, Illinois. The Fox River Trolley Museum, also located in Illinois, offers excursions on a two-mile section of railroad in South Elgin. It operates on a section of track constructed in 1896 for the Aurora, Elgin, & Fox River Electric Interurban Railroad. A few other excursion trains operated by museums on historic electric railways are located in Pennsylvania and up and down the East Coast.

Concluding Significance Statement

As the last remaining segment of the once-vast network of interurban electric passenger rail in Wisconsin, the East Troy Electric Railroad provides an important link to this past. Not only does it represent a part of local history, but the rail corridor provides the experience of passenger travel by electric rail still today. Through the use of restored historic rolling stock, most notably

Name of Property

County and State

the passenger cars, the rail system and its historic landscape provide an authentic experience to visitors to the historic corridor. The landscape's composition of grade fill and cuts, powerlines, and other features, and the substation museum in East Troy convey what passengers on the train would have experienced during the first part of the 20th century. These features work in unison to make the East Troy Electric Railroad Historic District unique in Wisconsin.

Land Acknowledgement (will be reviewed by the Office of the State Archaeologist)

This nomination recognizes the depth of human presence here, the ancestral homeland of American Indians for millennia. From as early as the seventeenth century, Euro-American exploration and settlement, military campaigns, and government programs, all had the effect of repeated displacement of Indians of many tribal affiliations. This continuous tribal movement resulted in Wisconsin being home to many tribes who originated from other parts of the country, generating a pattern of immigration, relocation, and formation of a new homeland. Some of these tribes remain in Wisconsin but others may not. We acknowledge that the property that is the subject of this nomination is located on land long occupied by American Indians.

Archaeological Potential (will be drafted and reviewed by the Office of the State Archaeologist)

Preservation Activities (for properties in CLGs)

The [name of property/district] was evaluated as potentially eligible for the NRHP during a survey of [survey area] conducted in [year]. Eligibility was re-affirmed prior to the writing of this nomination. As a partner with the Wisconsin State Historic Preservation Office (SHPO) and the National Park Service (NPS) participating in the Certified Local Government (CLG) program, [city/village/town] is required to maintain a system to survey and inventory historic properties. That entails regular surveys with updates every 20-25 years to identify properties that appear potentially eligible for the NRHP.

END OF STATEMENT OF SIGNIFICANCE DO NOT DELETE

Name of Property

County and State

9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Wisconsin Architecture and History Inventory #
and/or Archaeological Site Inventory #: _____

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

*Development of Section 8 of this nomination relied heavily on the exhaustive research and compilation of Joseph M. Canfield's 1972 book TM: The Milwaukee Electric Railway & Light Company. It was supplemented by historic maps, newspaper posts, and previously documented materials for properties listed on the National Register of Historic Places.

Burlington Free Press. 13 April 1910. Pg. 4, col. 1

*Canfield, Joseph M. TM: The Milwaukee Electric Railway & Light Company. Chicago: Gregg-Moore Lithographing Company, 1972.

East Troy Historical Society Archives. Visited June 17, 2025.

East Troy News: *The Lake Geneva Regional News*. 24 Dec 1908. Pg. 3, col. 1

East Troy News: *Waukesha Freeman*. 25 Nov 1909. Pg. 7, col. 2

Name of Property

County and State

Gurda, John. Path of a pioneer: A centennial history of the Wisconsin Electric Power Company.
Wisconsin Energy Corporation, publisher. 1996.

Illinois Railway Museum. <https://www.irm.org/>. Visited September 17, 2025.

Indiana Historical Society: The Electric Railway: Indiana's Interurbans.
<https://indianahistory.org/events/the-electric-railway-indianas-interurbans/>. Visited September
17, 2025.

Madison For a Trolley Line: *Beloit Daily Free Press*. 29 Aug 1908. Pg. 6, col.5

McDonald, Forrest. Let There Be Light: The Electric Utility Industry in Wisconsin 1881-1955.
American History Research Center, publisher. 1957.

Oneida Street Station National Register of Historic Places nomination form. Gary Tipler/The
Alexander Company Preservation Services. 1984.

Sanborn Fire Insurance Maps, East Troy (1912), sheet 2.

Will Change Power: *Kenosha Evening News*. 23 Feb 1909. Pg. 1, col. 1

END OF BIBLIOGRAPHY DO NOT DELETE

Name of Property

County and State

10. Geographical Data

Acreeage of Property: Approximately 70 acres

Provide either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude:	<u>42.78815</u>	Longitude:	<u>-88.40846</u>
2. Latitude:	<u>42.78815</u>	Longitude:	<u>-88.40589</u>
3. Latitude:	<u>42.78880</u>	Longitude:	<u>-88.40452</u>
4. Latitude:	<u>42.79074</u>	Longitude:	<u>-88.39781</u>
5. Latitude:	<u>42.78707</u>	Longitude:	<u>-88.39628</u>
6. Latitude:	<u>42.79224</u>	Longitude:	<u>-88.39434</u>
7. Latitude:	<u>42.79961</u>	Longitude:	<u>-88.38280</u>
8. Latitude:	<u>42.80536</u>	Longitude:	<u>-88.37700</u>
9. Latitude:	<u>42.80692</u>	Longitude:	<u>-88.37548</u>
10. Latitude:	<u>42.81969</u>	Longitude:	<u>-88.36315</u>
11. Latitude:	<u>42.82695</u>	Longitude:	<u>-88.35704</u>
12. Latitude:	<u>42.84191</u>	Longitude:	<u>-88.34477</u>
13. Latitude:	<u>42.84212</u>	Longitude:	<u>-88.34339</u>
14. Latitude:	<u>42.84277</u>	Longitude:	<u>-88.34263</u>
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16. Latitude:	<u>42.84778</u>	Longitude:	<u>-88.33992</u>
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18. Latitude:	<u>42.85563</u>	Longitude:	<u>-88.33249</u>
19. Latitude:	<u>42.85525</u>	Longitude:	<u>-88.32837</u>
20. Latitude:	<u>42.85590</u>	Longitude:	<u>-88.32852</u>

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone:	<u> </u>	Easting:	<u> </u>	Northing:	<u> </u>
2. Zone:	<u> </u>	Easting:	<u> </u>	Northing:	<u> </u>
3. Zone:	<u> </u>	Easting:	<u> </u>	Northing:	<u> </u>
4. Zone:	<u> </u>	Easting:	<u> </u>	Northing:	<u> </u>

Name of Property

County and State

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries are indicated in bold lines on attached maps.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries compose the historic 7.2-mile corridor of the East Troy Electric Railroad including repair yards and the shop yards in East Troy where rolling stock is stored or maintained. The boundaries include any objects, structures, and buildings associated with the historic operation of the railroad.

END OF GEOGRAPHIC DATA DO NOT DELETE

Name of Property

County and State

11. Form Prepared By

name/title: Kurt West Garner/ KW Garner Consulting
organization: East Troy Electric Railroad Museum, Inc.
street & number: 12954 6th Road
city or town: Plymouth State: IN zip code: 46563
Email: kwgarner@kwgarner.com
Telephone: 574-780-1423

Additional Documentation

Figure Log

- Provide a list of all maps, plans, and additional documentation provided

Current Maps Section

- CM 01 East Troy Railyards Terminus to North St. Crossing
- CM 02 East Troy Railyards/Substation Detail Map
- CM 03 North St. Crossing to St. Peters Rd. Crossing
- CM 03 St. Peters Rd. Crossing to Army Lake Rd. South Crossing
- CM 04 Sawyer Lane Crossing to Army Lake Rd. North Crossing
- CM 05 Army Lake Rd. North Crossing to Beach Rd. (Bridge) Crossing
- CM 06 Beach Rd. (Bridge) Crossing to Co. Hwy. J Crossing/Waukesha County
- CM 07 Co. Hwy. J Crossing/Elegant Farmer Market Stop/Repair Yards Detail Map
- CM 08 Waukesha County Portion through Indianhead Park Terminus at Mukwonago
- CM 09 Mukwonago/Indianhead Park Terminus Detail Map

Historic Maps Section

- HM 01 East Troy Township c. 1865
- HM 02 East Troy c. 1865
- HM 03 East Troy c. 1910
- HM 04 TMER&L Company's Electric Railroad Network
- HM 05 Municipality of East Troy Railroad 1970
- HM 06 USGS Eagle Quad. Map 1960
- HM 07 USGS Lake Geneva Quad. Map 1980

Name of Property

County and State

Historic Photograph Section

- HP 01 Arrival of first train in East Troy 1907
- HP 02 Passenger car in East Troy 1911
- HP 03 East Troy Terminal 1927
- HP 04 Passenger car in Mukwonago c. 1930
- HP 05 Locomotive M-15 crossing North Street c. 1940
- HP 06 Locomotive M-15 at East Troy Substation c. 1950
- HP 07 Locomotive M-15 at grade cut near Beach Road c. 1950
- HP 08 Locomotive M-15 at Mukwonago c. 1950
- HP 09 Rail cars at East Troy c. 1950
- HP 10 TMER&L Company Ticket Rates c. 1930

Embed figures

- **Maps:** A **USGS map** or digital equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** such as floor plans of representative spaces, photo keys, historic images, etc.(Check with the SHPO, TPO, or FPO for any additional items.)

Name of Property

CURRENT MAPS SECTION

CM 01



East Troy Railyards Terminus to North Street Crossing

North 

 = PHOTOGRAPHS  = LONG./LAT. POINTS  = SWITCH STAND OR MONUMENT

Name of Property

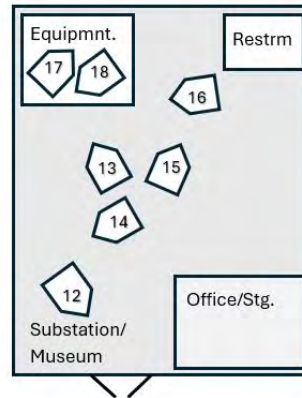
CM02



East Troy Railyard/Substation

North ← ★ = SWITCH STAND OR MONUMENT

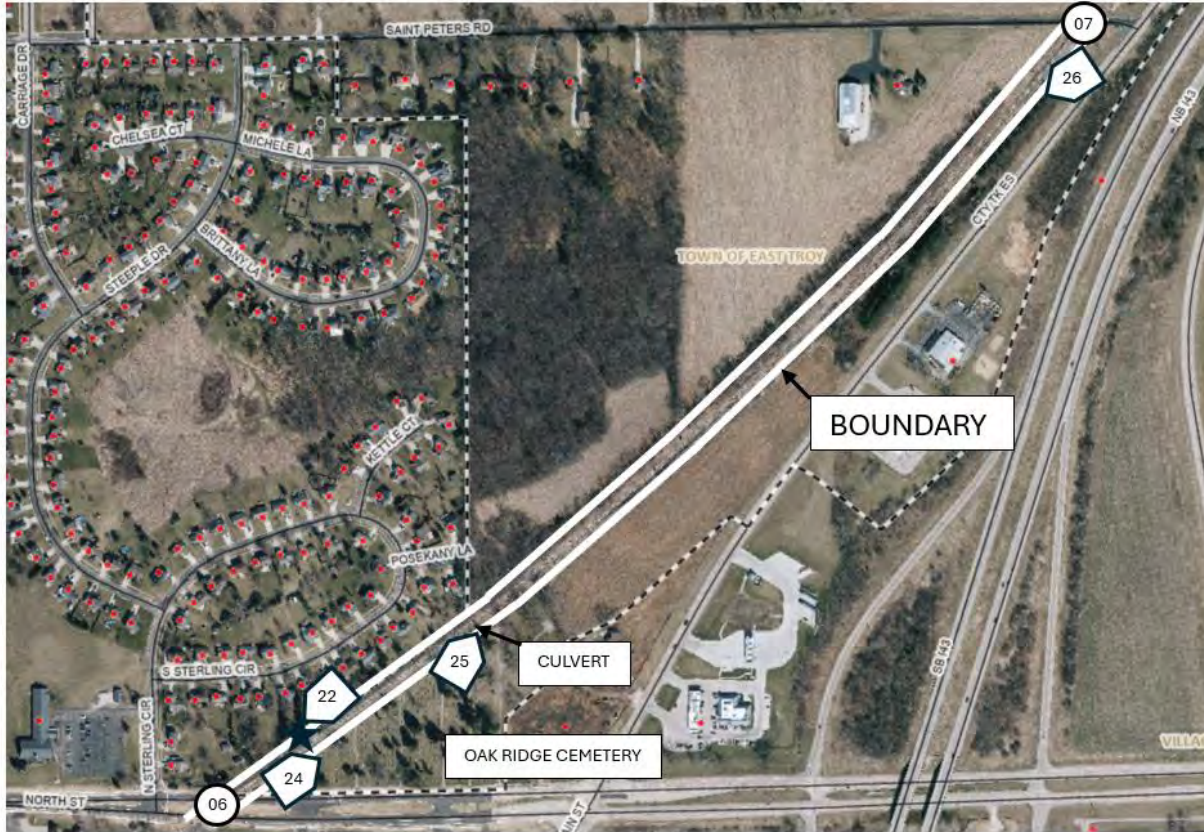
09 = PHOTOGRAPHS 01 = LONG./LAT.



Photographs of rolling stock taken inside storage barn are photos 49, 52-53, and 57-58

Name of Property

CM 03



North Street Crossing to Saint Peters Road Crossing

North 

 = PHOTOGRAPHS  = LONG./LAT. POINTS  = SWITCH STAND OR MONUMENT

Name of Property

CM 04



Saint Peters Road Crossing to Army Lake Road South Crossing

North   = PHOTOGRAPHS  = LONG./LAT. POINTS  = SWITCH STAND OR MONUMENT

Name of Property

CM 05



Sawyer Lane Crossing to Army Lake Road North Crossing

North



= PHOTOGRAPHS



= LONG./LAT. POINTS



= SWITCH STAND OR MONUMENT

Name of Property

CM 06



Army Lake Road North Crossing to Beach Road Crossing

North   = PHOTOGRAPHS  = LONG./LAT. POINTS  = SWITCH STAND OR MONUMENT

Name of Property

CM 07



Beach Road Bridge Crossing to County Highway J Crossing/Waukesha County

North



17 = PHOTOGRAPHS

17 = LONG./LAT. POINTS

★ = SWITCH STAND OR MONUMENT

Name of Property

County and State

CM 08



County Highway J Crossing-Elegant Farmer Market Stop/Repair Yard

North



17 = PHOTOGRAPHS

17 = LONG./LAT. POINTS

★ = SWITCH STAND OR MONUMENT

Photographs of cars taken inside the repair barns are photos 50-51, 55-56, and 60

Name of Property

County and State

CM 09



Waukesha County Portion through Indianhead Park Terminus at Mukwonago

North   = PHOTOGRAPHS  = LONG./LAT. POINTS  = SWITCH STAND OR MONUMENT

Name of Property

CM 10



Mukwonago-Indianhead Park Terminus

North



17 = PHOTOGRAPHS

17 = LONG./LAT. POINTS

★ = SWITCH STAND OR MONUMENT

Name of Property

County and State

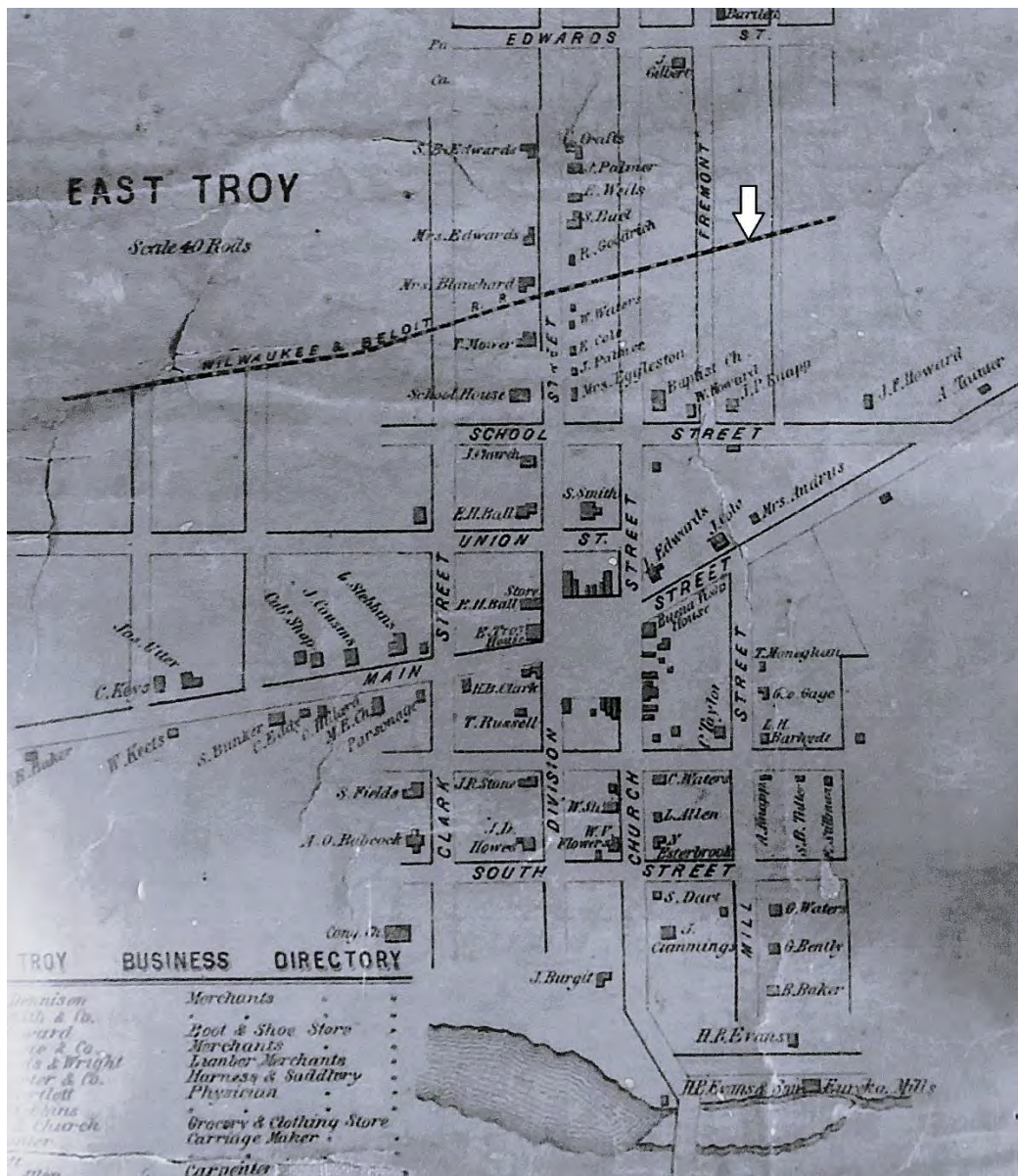
HISTORIC MAPS SECTION



Historic Map 01 of East Troy Township, c. 1865. Arrow shows dashed line of the proposed Milwaukee & Beloit Railroad (1850s), following the current route of the East Troy Electric Railroad.

Name of Property

County and State



Historic Map 02 of East Troy, c. 1865. Arrow shows dashed line of the proposed Milwaukee & Beloit Railroad route on the north side of the village, following the current route of the East Troy Electric Railroad to just west of Division Street.

Name of Property



Historic Map 03 of East Troy, c. 1910. Arrow shows original termination point of East Troy Electric Railroad west of Church Street before the railyards were developed west of Division Street.

Name of Property

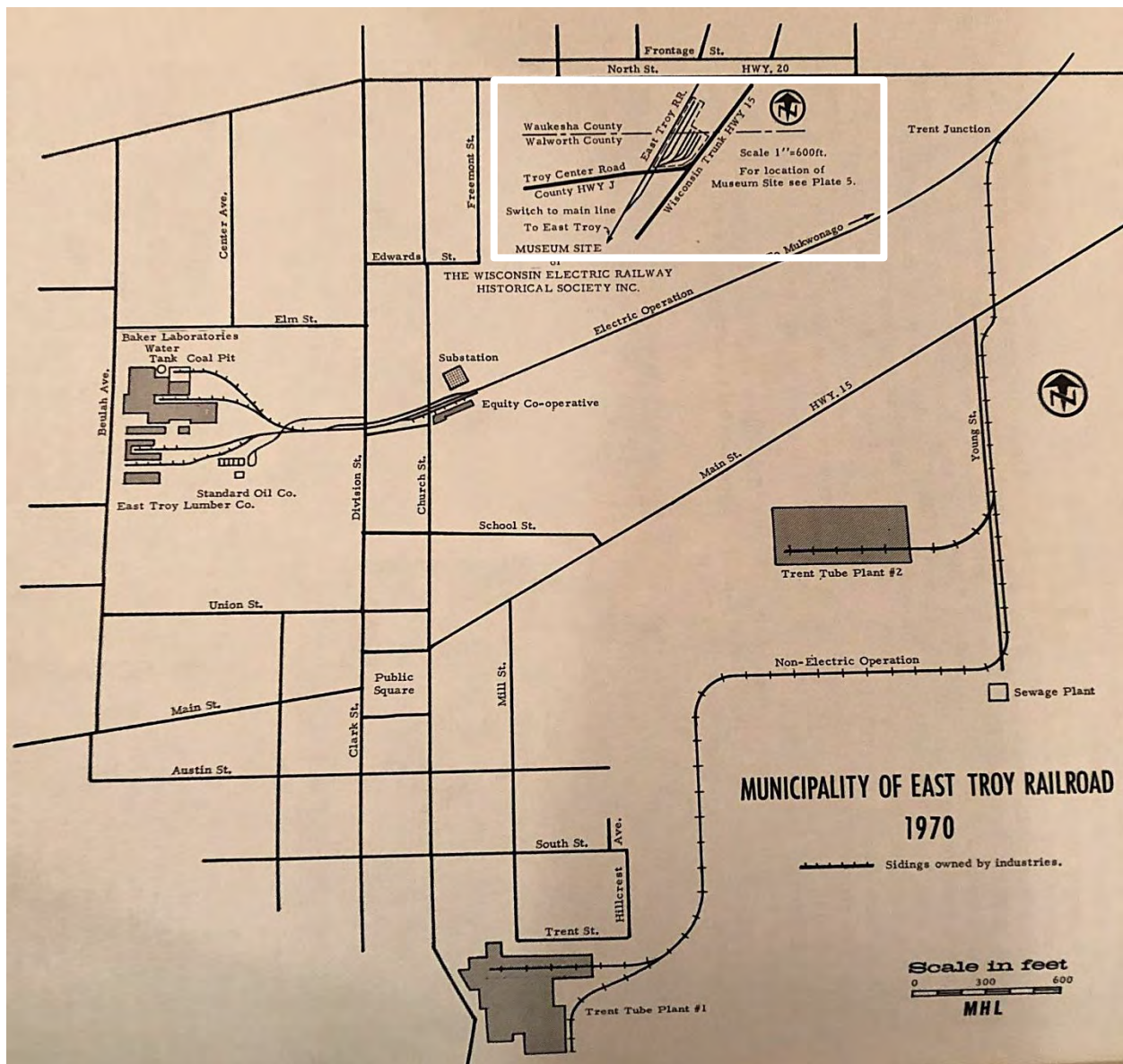
County and State



Historic Map 04 of The Milwaukee Electric Railway & Light Company's network of electric railroads and connecting bus lines, c. 1930. Arrows show the current section of the East Troy Electric Railroad with termination points in East Troy and Mukwonago. The bolder dashed lines are rail lines while the lighter dashed lines are bus routes, such as the one leaving East Troy to the west.

Name of Property

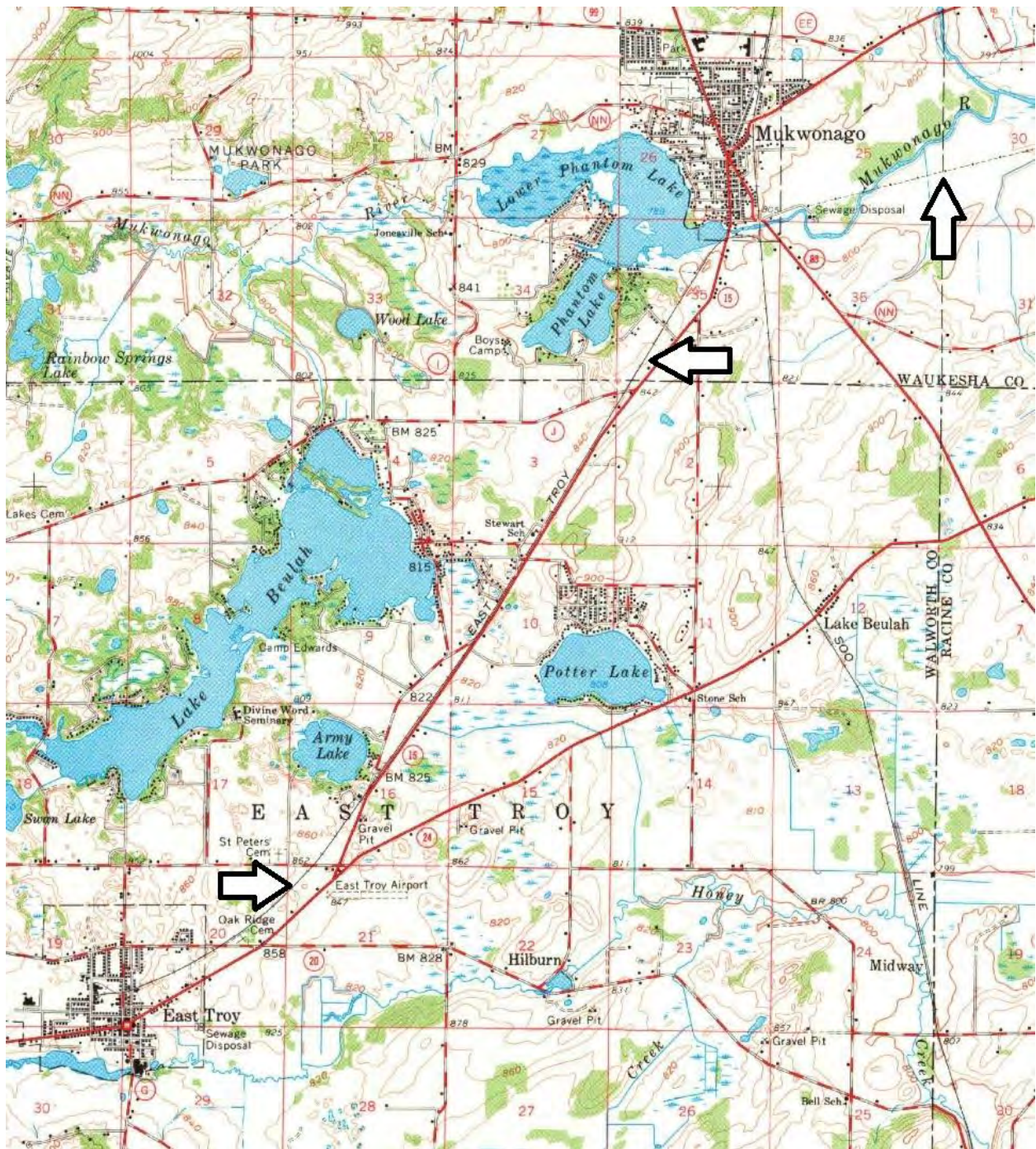
County and State



Historic Map 05 of the Municipality of East Troy Railroad in East Troy, 1970. This shows good representation of industry connected by the railroad west of Division Street, and Trent Tube via the Y junction and spur built the previous year, in 1969. The inset section with white border shows the museum site developed to operate excursion rides at County Highway J.

Name of Property

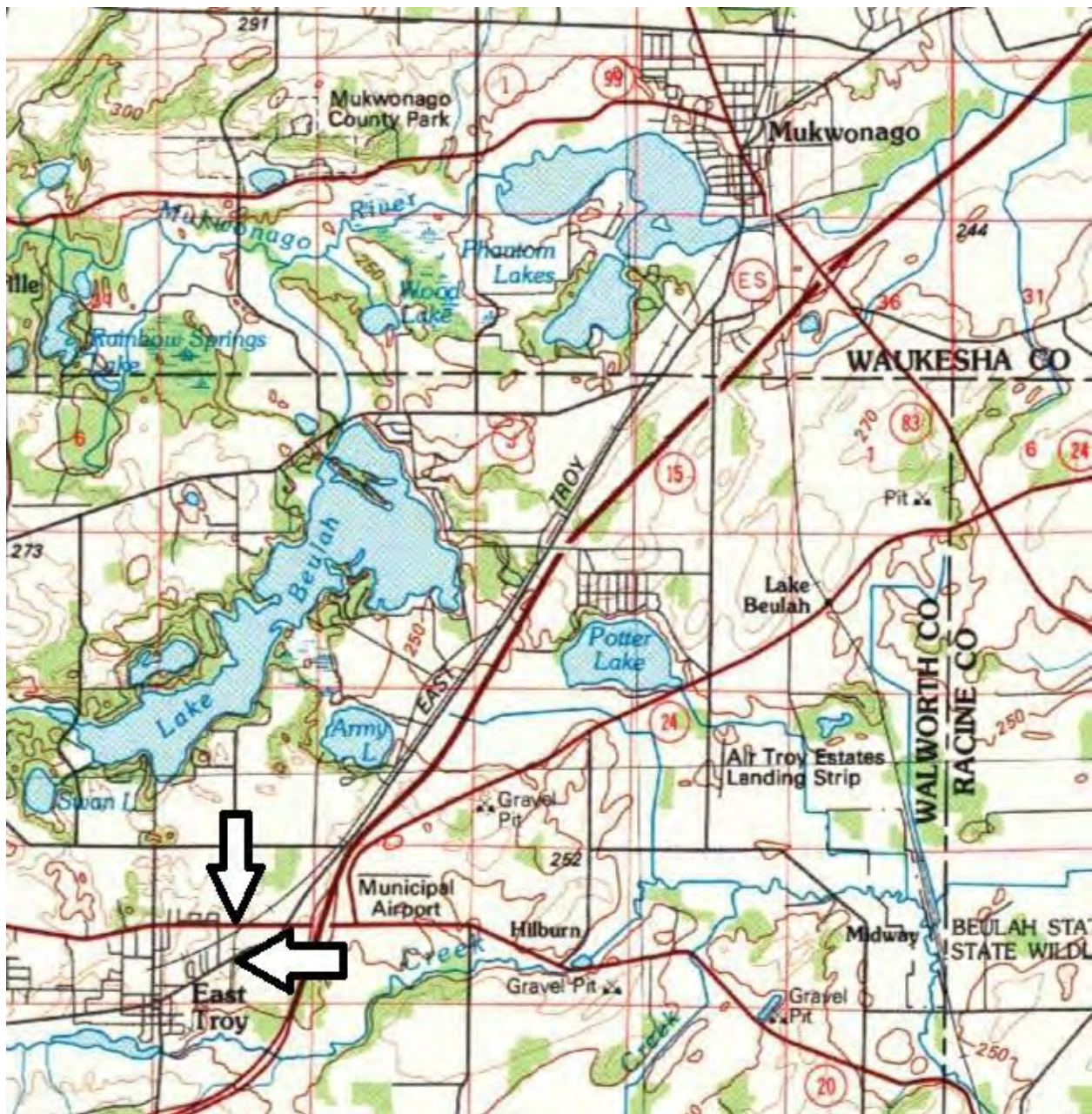
County and State



Historic Map 06 of USGS Eagle Quadrant, 1960. The left and center arrows show the East Troy Electric Railroad route. The right arrow shows a dashed line for the abandoned TMER&L route leading east from Mukwonago (c. 1940).

Name of Property

County and State



Historic Map 07 of USGS Lake Geneva Quadrant, 1980. This is the most recent USGS map that shows the entire section of the East Troy Electric Railroad in one quadrant (highlighted). The white arrows show the Trent Junction Y and spur built in 1969. This map stands in for National Register-required USGS Map attached to nomination.

Name of Property

County and State

HISTORIC PHOTOGRAPH SECTION



Historic Photograph 01 showing the arrival of the first car to East Troy on December 13, 1907.
Joseph Canfield book: TM: The Milwaukee Electric Railway & Light Co., pg. 276.

Name of Property

County and State



East Troy 1911 Postcard Image

Historic Photograph 02 showing passenger car #1112 on the East Troy line at a waiting station on Division Street; note the East Troy Substation is shown in the left background (photo is looking east from Division Street). 1911. *East Troy Electric Railroad Museum collection.*

Name of Property

County and State



Historic Photograph 03 showing the East Troy Terminal between Church and Division Streets on December 6, 1927 (looking west from near substation). *Joseph Canfield* book: *TM: The Milwaukee Electric Railway & Light Co.*, pg. 291.

Name of Property

County and State

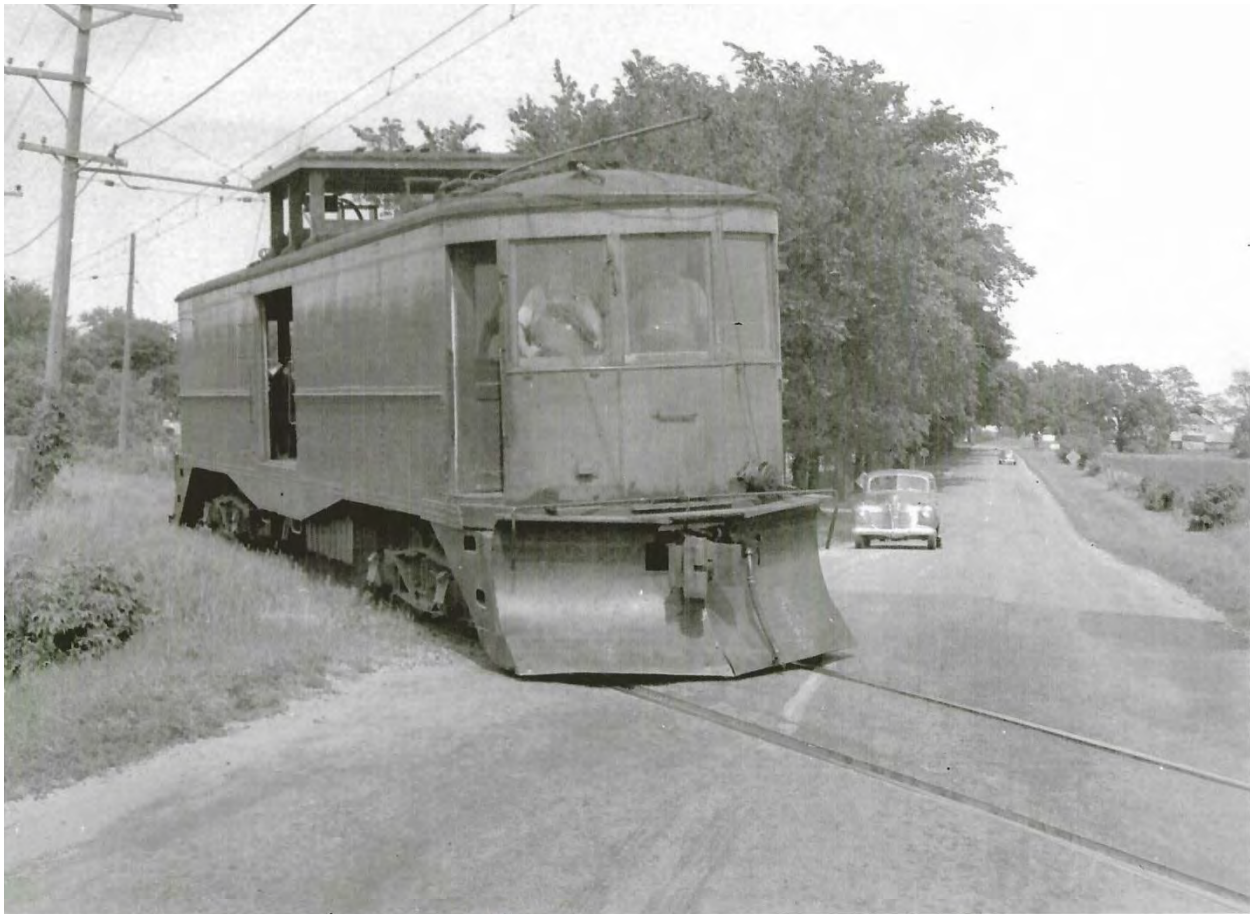


A + the Mukwonago Station. 1930s

Historic Photograph 04 showing a passenger car at the Mukwonago Station of the TMER&L. This is located in the general vicinity of Indianhead Park today (the station is no longer extant). C. 1930s. *East Troy Electric Railroad Museum collection.*

Name of Property

County and State



Locomotive M15 Crossing Highway 20 in East Troy
Cemetery is behind the locomotive. 1940s?

Historic Photograph 05 showing the M-15 Locomotive crossing Highway 20/North Street with Oak Ridge Cemetery behind locomotive (looking northeast from Highway 20). C. 1940s. *East Troy Electric Railroad Museum collection.*

Name of Property

County and State



Historic Photograph 06 showing the M-15 Locomotive on the south side of the East Troy Substation during the town's operation of the East Troy Electric Railroad (looking northwest from railroad tracks). C. 1950s. *East Troy Electric Railroad Museum collection.*

Name of Property

County and State



Historic Photograph 07 showing M-15 at the grade cut near Beach Road (bridge in background), c. 1950. *Joseph Canfield book: TM: The Milwaukee Electric Railway & Light Co., pg. 522.*

Name of Property

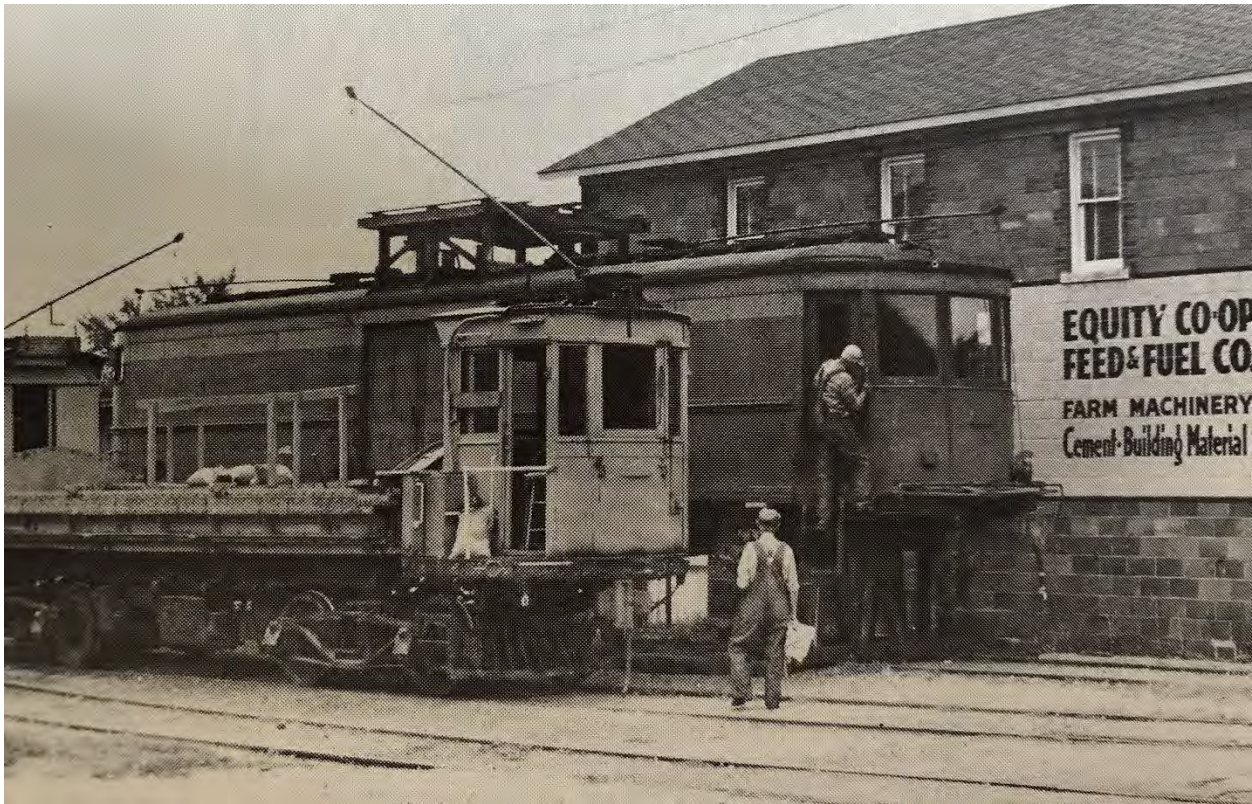
County and State



Historic Photograph 08 showing the M-15 hauling freight cars to the connection at Mukwonago (Indianhead Park), c. 1950. *Joseph Canfield book: TM: The Milwaukee Electric Railway & Light Co., pg. 523.*

Name of Property

County and State



Historic Photograph 09 showing train cars opposite the East Troy Substation (looking south) toward the Equity CO-OP building (extant). C. 1950. *Joseph Canfield book: TM: The Milwaukee Electric Railway & Light Co., pg. 525.*

Name of Property

		WEST BOUND										EAST BOUND									
Fare												Fare									
Milwaukee.....	5.10	6.15	8.15	10.15	12.15	2.15	4.15	5.15	6.15	8.15	11.15	East Troy.....	0.20	8.20	10.20	12.20	2.20	4.20	6.20	8.20	11.00
Woodlawn Ave.....	5.40	6.52	8.52	10.52	12.52	2.52	4.52	5.52	6.52	8.52	11.52	Army Lake.....	0.25	8.25	10.25	12.25	2.25	4.25	6.25	8.25	11.05
Fruitland.....	5.42	6.54	8.54	10.54	12.54	2.54	4.54	5.54	6.54	8.54	11.54	Beulah Lake.....	0.30	8.30	10.30	12.30	2.30	4.30	6.30	8.30	11.10
Shooting Park.....	5.44	6.56	8.56	10.56	12.56	2.56	4.56	5.56	6.56	8.56	11.56	Troy Center Road.....	0.34	8.34	10.34	12.34	2.34	4.34	6.34	8.34	11.14
Beloit Road.....	5.45	6.58	8.58	10.58	12.58	2.58	4.58	5.58	6.58	8.58	11.58	Mukwonago.....	0.38	8.38	10.38	12.38	2.38	4.38	6.38	8.38	11.18
Cold Spring Rd.....	5.46	7.00	9.00	11.00	1.00	3.00	5.00	6.00	7.00	9.00	12.00	Vernon Center Road.....	0.44	8.44	10.44	12.44	2.44	4.44	6.44	8.44	11.24
Brookdale.....	5.47	7.02	9.02	11.02	1.02	3.02	5.02	6.02	7.02	9.02	12.02	Big Bend.....	0.50	8.50	10.50	12.50	2.50	4.50	6.50	8.50	11.30
Boulder Road.....	5.48	7.04	9.04	11.04	1.04	3.04	5.04	6.04	7.04	9.04	12.04	Chamberlain.....	0.52	8.52	10.52	12.52	2.52	4.52	6.52	8.52	11.32
Hales Corners.....	5.50	7.07	9.07	11.07	1.07	3.07	5.07	6.07	7.07	9.07	12.07	Prospect Road.....	0.54	8.54	10.54	12.54	2.54	4.54	6.54	8.54	11.34
St. Martins.....	5.55	7.15	9.15	11.15	1.15	3.15	5.15	6.15	7.15	9.15	12.15	Muskego Center.....	0.65	9.00	11.00	1.00	3.00	5.00	7.00	9.00	11.40
North Cape Rd.....	5.57	7.17	9.17	11.17	1.17	3.17	5.17	6.17	7.17	9.17	12.17	Bass Bay.....	0.69	9.05	11.05	1.05	3.05	5.05	7.05	9.05	11.45
Tess Corners Rd.....	5.59	7.19	9.19	11.19	1.19	3.19	5.19	6.19	7.19	9.19	12.19	Tess Corners Road.....	0.71	9.08	11.08	1.08	3.08	5.08	7.08	9.08	11.48
Bass Bay.....	6.01	7.22	9.22	11.22	1.22	3.22	5.22	6.22	7.22	9.22	12.22	North Cape Road.....	0.73	9.11	11.11	1.11	3.11	5.11	7.11	9.11	11.50
Muskego Center.....	6.05	7.30	9.30	11.30	1.30	3.30	5.30	6.30	7.30	9.30	12.30	St. Martins.....	0.75	9.15	11.15	1.15	3.15	5.15	7.15	9.15	11.53
Prospect Road.....	7.34	9.34	1.34	3.34	5.34	7.34	9.34	12.34	Hales Corners.....	0.72	9.22	11.22	1.22	3.22	5.22	7.22	9.22	12.00			
Chamberlain.....	7.37	9.37	1.37	3.37	5.37	7.37	9.37	12.37	Boulder Road.....	0.73	9.23	11.23	1.23	3.23	5.23	7.23	9.23	12.01			
Big Bend.....	7.39	9.39	1.39	3.39	5.39	7.39	9.39	12.39	Brookdale.....	0.74	9.24	11.24	1.24	3.24	5.24	7.24	9.24	12.02			
Vernon Center.....	7.43	9.43	1.43	3.43	5.43	7.43	9.43	12.43	Cold Spring Road.....	0.75	9.25	11.25	1.25	3.25	5.25	7.25	9.25	12.03			
Mukwonago.....	7.50	9.50	1.50	3.50	5.50	7.50	9.50	12.50	Beloit Road.....	0.78	9.28	11.28	1.28	3.28	5.28	7.28	9.28	12.06			
Troy Center Rd.....	7.53	9.53	1.53	3.53	5.53	7.53	9.53	12.53	Shooting Park.....	0.79	9.30	11.30	1.30	3.30	5.30	7.30	9.30	12.08			
Beulah Lake.....	7.57	9.57	1.57	3.57	5.57	7.57	9.57	12.57	Fruitland.....	0.82	9.32	11.32	1.32	3.32	5.32	7.32	9.32	12.10			
Army Lake.....	8.00	10.00	2.00	4.00	6.00	8.00	10.00	1.00	Woodlawn Ave.....	0.83	9.34	11.34	1.34	3.34	5.34	7.34	9.34	12.12			
East Troy.....	8.05	10.05	2.05	4.05	6.05	8.05	10.05	1.05	Milwaukee.....	8.10	10.10	12.10	2.10	4.10	6.10	8.10	10.10	12.50			

Saturdays—Hourly service to East Troy, 12.15 P. M. to 6.15 P. M. (7.15 P. M. to Muskego Lakes only).
 Hourly service leaving East Troy, 2.20 P. M. to 8:20 P. M. Hourly service leaving Muskego Lakes, 3.00 P. M. to 10.00 P. M.
 Sundays—Hourly service to East Troy, 5.15 A. M. to 8.15 P. M. (9.15 P. M. to Muskego Lakes only).
 Hourly service leaving East Troy, 6.20 A. M. to 9.20 P. M. Hourly service leaving Muskego Lakes, 7.00 A. M. to 11.00 P. M.

Although the East Troy line abounds in pleasing scenery and has countless opportunities for summer comfort, there are also splendid facilities for enjoyment on the other Interurban Lines of this Company.

The Burlington Line has such well know resorts, as Big Muskego, Wind Lake and Lakes about it. Waterford on the Fox River, Rochester, Browns Lake, Burlington and the Rivers and Lakes about it.

INTERURBAN LINES OFFER SUMMER PLEASURE



WAUKESHA BEACH
 The Mecca of Thousands of Pleasure Seekers—Watertown Line

These places are well worth a visit. On the Waukesha-Watertown Line there is Waukesha, the City of wonderful springs, and Waukesha Beach on Lake Pewaukee, Nagowicka Lake, Delafield, with its military academy and its State Fishing Hatchery, Historic Neshotah, the old mission to the Indians, Beautiful Oconomowoc on its three Lakes, and the thriving city of Watertown.

Get a summer folder and see how pleasurable a one day trip may be made.

Historic Photograph 10 showing rates for TMER&L's Muskego Lakes Division lines, c. 1930.
 Joseph Canfield book: *TM: The Milwaukee Electric Railway & Light Co.*, pg. 293.

END OF FIGURES SECTION DO NOT DELETE

Name of Property

County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. For simplicity, the name of the photographer, photo date, etc. may be listed once in the photograph log. The photograph order must correspond with the photograph log.

Photo Log

Name of Property: East Troy Electric Railroad
City or Vicinity: East Troy-Mukwonago
County: Walworth-Waukesha State: WI
Photographer: Kurt West Garner
Date photographed: June 17, 2025 (unless noted otherwise)

Description of Photograph(s) and number, include description of view indicating direction of camera: Aerial view looking southwest from north of Church Street into railyards.

1 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Aerial view looking southwest from Division Street into railyards.

2 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car storage barn in railyards west of Division Street.

3 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest at car storage barn and switch stand west of Division Street.

4 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest toward car storage barn and switch stands west of Division Street.

5 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast from railyards between Division and Church Streets.

6 of 60.

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast at front façade of East Troy substation.

7 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at front façade of East Troy substation.

8 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking north at East Troy substation (track side of building).

9 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest at East Troy substation from tracks.

10 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast at East Troy substation.

11 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest toward front entry in East Troy substation.

12 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast toward power room in East Troy substation.

13 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest inside East Troy substation.

14 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast/up inside East Troy substation.

Name of Property

County and State

15 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking up/north inside East Troy substation.

16 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast inside power room of East Troy substation.

17 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest inside power room of East Troy substation.

18 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest on railway tracks as they pass the East Troy substation.

19 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest on railway tracks as they enter East Troy.

20 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest on railway tracks as they approach Trent Junction Y.

21 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest on railway tracks approaching Byrnes Street from the north.

22 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast on railway tracks approaching Trent Junction Y/Byrnes Street.

23 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast on railway tracks passing Oak Ridge Cemetery.

Name of Property

County and State

24 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down/northeast at culvert at Oak Ridge Cemetery.

25 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest from St. Peter's Road crossing with railway.

26 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east toward culvert near Sawyer's Market crossing.

27 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest along railway and east side of culvert near Sawyer's Market crossing.

28 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast from Sawyer's Market crossing with railway.

29 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest from Army Lake Road crossing with railway.

30 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at siding by Army Lake Road.

31 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at Beulah siding.

32 of 60.

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking north at Beulah Lake siding steps.

33 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at grade cut north of Beach Road.

34 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at grade cut and Beach Road bridge over railway.

35 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down at the east side of the bulkhead culvert south of County Highway J.

36 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at railway stop at Elegant Farmer/County Highway J crossing.

37 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at railway crossing with County Highway J; Repair barns and railyard in background.

38 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest at car repair barn/car repair yards at County Highway J.

39 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at car repair barns and railyards at County Highway J.

40 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east at Phantom Woods Road bridge crossing railway.

Name of Property

County and State

41 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at grade cut/railway from Phantom Woods bridge crossing.

42 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast from railway crossing with Bayview Road.

43 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast toward Mukwonago from railway.

44 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down/northeast at railroad trestle/culvert south of Main Street.

45 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west at railway crossing of Main Street in Mukwonago.

46 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west along railway in Indianhead Park, Mukwonago.

47 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down at switch stand casting at Indianhead Park.

48 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car #21 (storage barn).

49 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car #26 (National Register-listed, repair barn).

Name of Property

County and State

50 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Interior of Car #26 (National Register-listed, repair barn).

51 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car #846 (storage barn).

52 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Interior of Car #846 (storage barn).

53 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car #978 (photo taken in San Francisco paint shop about 1990; car located in repair barn).

54 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car #D23 (storage barn).

55 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car #D23 (repair barn).

56 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Car #1583 (storage barn).

57 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Crane Car #L6 (storage barn).

58 of 60.

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: Locomotives #L8 (left) and #L9 (right) (photo taken at East Troy substation about 1990; both located in repair barn).

59 of 60.

Description of Photograph(s) and number, include description of view indicating direction of camera: Interior of Locomotive #L8 (repair barn).

60 of 60.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Name of Property

County and State

Property Owner

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

name/title	Steve Thomas, President			date	10/3/2025
organization	East Troy Railroad, Inc.			phone	262-642-3263
street & number	2002 Church Street/P.O. Box 943			zip code	53120
city or town	East Troy	state	WI		

name/title	Lana Kropf, Village Clerk Treasurer			date	10/3/2025
organization	Village of Mukwonago			phone	262-363-6420
street & number	440 Rivercrest Court			zip code	53149
city or town	Mukwonago	state	WI		

If there are other interested parties that should be noticed, please provide in the tables below

name/title	_____			date	_____
organization	_____			phone	_____
street & number	_____			zip code	_____
city or town	_____	state	WI		

name/title	_____			date	_____
organization	_____			phone	_____
street & number	_____			zip code	_____
city or town	_____	state	WI		



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 1 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 2 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 3 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 4 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 5 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 6 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 7 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 8 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 9 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 10 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 11 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 12 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 13 of 60



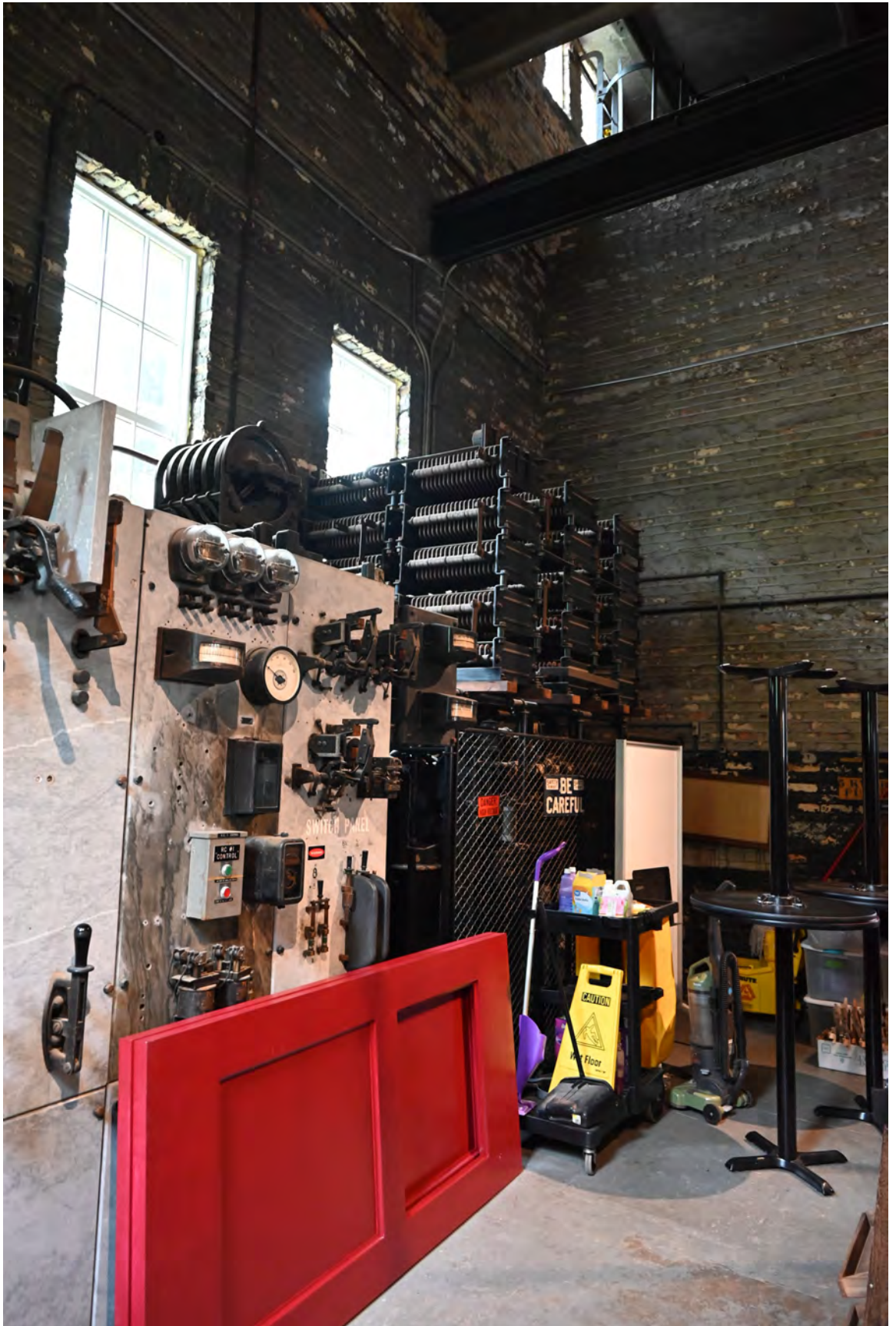
East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 14 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 15 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 16 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 17 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 18 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 19 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 20 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 21 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 22 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 23 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 24 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 25 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 26 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 27 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 28 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 29 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 30 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 31 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 32 of 60





East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 34 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 35 of 60





East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 37 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 38 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 39 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 40 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 41 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 42 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 43 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 44 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 45 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 46 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 47 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 48 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 49 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 50 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 51 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 52 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 53 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 54 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 55 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 56 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 57 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 58 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 59 of 60



East Troy Electric Railroad Historic District, Walworth & Waukesha Counties, WI 60 of 60