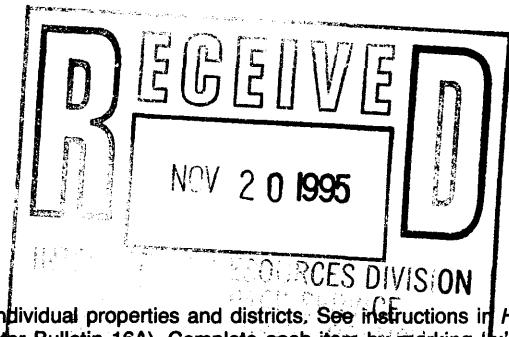


United States Department of the Interior
National Park Service

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

1. Name of Property

historic name Arabella Station
other names/site number Arabella Car barn, Upper Magazine Station/Car barn

2. Location

street & number 5600 Magazine St. N/A not for publication
city or town New Orleans N/A vicinity
state Louisiana code LA county Orleans code 071 zip code 70126

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
Jonathan Fricker 11/15/95
Signature of certifying official/Title Jonathan Fricker, Date
Deputy SHPO, Department of Culture, Recreation and Tourism
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)
Signature of certifying official/Title _____ Date _____
State or Federal agency and bureau _____

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.
 See continuation sheet.
 - determined eligible for the National Register.
 See continuation sheet.
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other, (explain:)

Signature of the Keeper Entered in the National Register Date of Action JAN 4 1996

Arabella Station

Orleans Parish, LA

Name of Property

County and State

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 count.)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 1 | | buildings |
| | | sites |
| | | structures |
| | | objects |
| 1 | 0 | Total |

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail related

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

other: steel frame streetcar barn

Materials

(Enter categories from instructions)

foundation concrete

walls metal, brick

roof other: composition

other

Narrative Description

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

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

Arabella Station, New Orleans, Orleans Parish, LA
Section number 7 Page 1

Arabella Station consists of a single large building, a steel frame structure with brick side walls erected in 1893-94 as a car barn for the New Orleans Traction Company. It covers most of the city block bounded by Arabella, Magazine, Joseph and Constance streets. Although located within the boundaries of a National Register district (Uptown), the car barn is not technically a contributing element because the nomination does not specifically address this type of resource. (Uptown was listed for its architectural significance.) As can be seen by comparing a current photo with one taken in the 1920s, the Arabella facility retains sufficient historic integrity to merit Register listing.

The most prominent feature of the car barn is the huge roof with two distinct levels forming a double clerestory. There are large and prominent gables facing Magazine and Constance streets, faced with corrugated iron. Originally there were a number of windows in these gables, both of which are virtually identical, including a pair of large arched windows in each gable (see historic photo). These windows were covered over many years ago, probably in the 1930s. The outlines of the windows still show clearly as the covering (corrugated iron) was cut to the shape of the windows. As far as can be determined, with the exception of the removal of the streetcar tracks, done in 1948, and the changes mentioned above, the appearance of the barn has not changed significantly since it was erected in 1893-94.

This building occupies part of the site of what was originally the car barn of the Jefferson City Railroad Company, operators of mule drawn streetcars on Magazine Street, the line and barn constructed in 1863-64. The site of the present Arabella Station was used for open storage and grazing, the car barn buildings being located on the block bounded by Magazine, Jefferson, Constance, and Octavia. After several changes of name and ownership, the company was sold in 1880 to the Crescent City Railroad Company, another streetcar company. This barn became known as the "Upper Magazine Station" of the CCRR.

After completion of the present Arabella Station on the former storage yard, the old wooden buildings were used for storage purposes until destroyed by a great fire on September 30, 1895.

In 1893 the newly organized New Orleans Traction Company, a holding company which had purchased the Crescent City Railroad and the New Orleans City and Lake Railroad, both streetcar companies, proceeded with plans to convert both to electric trolley operation. This company intended to undertake one of the most ambitious programs of car barn construction ever planned by any streetcar system in the early electric era. This was to have involved the

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

**National Register of Historic Places
Continuation Sheet**

Arabella Station, New Orleans, Orleans Parish, LA

Section number 7 Page 2

construction of six enormous steel framed carbarns, each occupying almost an entire city block, intended to replace all older facilities. The only one actually constructed was the present Arabella Station, due to financial problems.

At that time a number of companies which had specialized in manufacturing iron and steel bridges were engaged in fabricating steel framed industrial buildings, including carbarns which were sold to many street railway systems. Each custom made, the dimensions would be determined on site by an architect or civil engineer, and the order sent to the factory, which would carefully cut and finish the frame pieces ready for final assembly, crate them, and ship them to be assembled on the final site. Arabella's frame was made by the Youngstown Bridge Company of Youngstown, Ohio.

The Arabella carbarn was designed by Linus W. Brown, then city engineer. The frame was erected by a local firm, Muir and Fromherz, which also built the brick walls. The gable ends and roof were covered by corrugated iron manufactured by I. D. Fletcher & Co. Of New York. Half finished by July, 1893, the barn was completed long before electric service began late in 1894.

Arabella Station was one of the three largest barns of the New Orleans system, serving most of the streetcar lines west of Canal Street until they were replaced by buses after World War II. It has since served the bus lines in the same area.

This building is an excellent example of an industrial building of the 1890s and of the carbarns erected as a result of the tremendous expansion of transit service following the introduction of the electric streetcar at that time. The great roof and gable ends are particularly impressive.

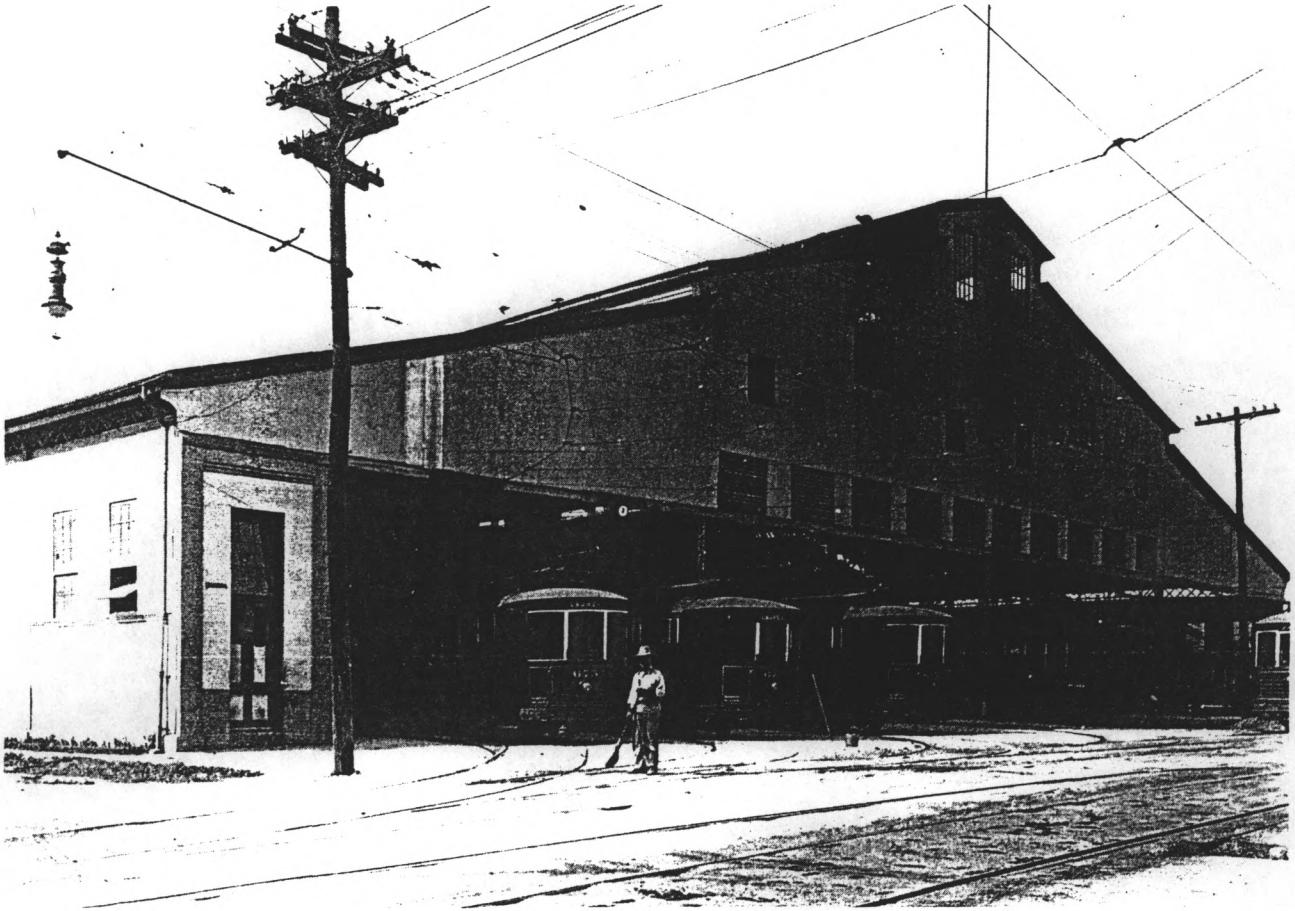
The roof was originally covered with corrugated iron but this was replaced or covered with a "composition" material sometime prior to 1908.

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Continuation Sheet**

Arabella Station, New Orleans, Orleans Parish, LA
Section number 7 Page 3



Arabella Station, about 1923.

Arabella Station
Name of Property

Orleans Parish, LA
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.)

N/A

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS): N/A

- 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 # _____

Areas of Significance

(Enter categories from instructions)

transportation

Period of Significance

1893-1945

Significant Dates

1893

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Architect/Engineer: Linus W. Brown

Builders: Youngstown Bridge Co.,
Muir & Fromherz

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

New Orleans Notarial Archives

Arabella Station
Name of Property

Orleans Parish, LA
County and State

10. Geographical Data

Acreage of Property 1.7

UTM References

(Place additional UTM references on a continuation sheet.)

1 | 1 | 5 | | 7 | 7 | 8 | 3 | 0 | 0 | | 3 | 3 | 1 | 3 | 3 | 0 | 0 |
Zone Easting Northing
2 | | | | | | | | | | | | | | | | | | |

3 | | | | | | | | | | | | | | | | | | |
Zone Easting Northing
4 | | | | | | | | | | | | | | | | | | |

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

PART 8 BY LA SHPO

name/title Louis C. Hennick

organization n/a date March 1995

street & number 714 Oneonta St. telephone 318-865-3854

city or town Shreveport state LA zip code 71106

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name Regional Transit Authority

street & number 6700 Plaza Drive telephone 504-242-2600

city or town New Orleans state LA zip code 70127-2677

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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

**National Register of Historic Places
Continuation Sheet**

Arabella Station, New Orleans, Orleans Parish, LA

Section number 8 Page 1

The Arabella Car barn is significant at the state level in the area of transportation as a rare resource associated with streetcar light rail transit.

Streetcars were the principal form of urban and suburban passenger transport during the late nineteenth and early twentieth centuries. They made possible the creation of various suburbs in major cities throughout Louisiana. And they were prolific. For example, early twentieth century New Orleans boasted twenty-eight routes and 491 cars. At its peak of 1922 the New Orleans area system comprised some 725 miles of track. Associated streetcar system resources included the streetcars themselves, track routes (some of which had special landscaped settings), electrical plants and massive barn-like structures used for storage and maintenance of cars.

Beginning in the 1920s electric streetcars began to be displaced by automobiles and rubber tire buses. This trend accelerated in the 1930s and '40s as system after system was put out of service and dismantled. In 1964 the greater part of what survived of the New Orleans system was scrapped, leaving only the present-day St. Charles line, with its thirty-five Perley Thomas cars (NR), one generating plant, the Carrollton car barn, and the Arabella barn. These properties are Louisiana's only surviving resources to represent the golden age of streetcar transport.

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Arabella Station, New Orleans, Orleans Parish, LA

Section number $\frac{9}{10}$ Page $\frac{1}{1}$

BIBLIOGRAPHY

Hennick, Louis C. and Charlton, E. Harper. *The Streetcars of New Orleans*. Gretna, Louisiana: Pelican Publishing Company, 1975.

Sanborn Insurance Company Maps, New Orleans, 1894, 1908, 1937.

The Street Railway Journal, Volume X, No. 4, April 1894, 239-249.

Boundary Description/Justification:

The nominated property consists of the city block bounded by Magazine, Joseph, Arabella and Constance streets. The building in question occupies all of the above city block except for a small strip in front of the building owned by the Regional Transit Authority, owner of the building, and used as part of the Arabella Station transit facility. This is not occupied by any structure and so far as can be determined never was. Formerly it was used for parking streetcars; it is now used for parking buses.