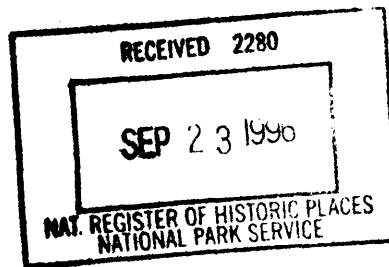


United States Department of the Interior  
National Park Service



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 New Orleans & Northeastern/New Orleans & Great Northern Railroad Depot

other names/site number Slide11 Railroad Station; Old Towne Railroad Depot  
Slide11 Railroad Depot

2. Location

street & number 1809 Front Street NA  not for publication

city or town Slide11 NA  vicinity

state Louisiana code LA county St. Tammany code 103 zip code 70459

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 9/18/96  
Signature of certifying official/Title Jonathan Fricker Date  
Deputy SHPO, Dept 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 commenting 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): \_\_\_\_\_

Edson H. Beall  
Signature of the Keeper  
Entered in the  
National Register

Date of Action  
10-24-96

New Orleans & Northeastern/  
New Orleans & Great Northern Railroad Depot  
Name of Property

St. Tammany Parish, LA  
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	0	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 / Rail-related

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

No style

**Materials**  
(Enter categories from instructions)

foundation concrete

walls brick

roof asphalt

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**

New Orleans and Northeastern/New Orleans and Great Northern Depot, St. Tammany Parish, LA  
Section number 7 Page 1

---

The New Orleans & Northeastern/New Orleans & Great Northern Railroad Depot (1913) is an unstyled, one-story brick structure with a partial second story. Located within the St. Tammany Parish community of Slidell, the building stands west of the town's original business district on an extremely busy north/south thoroughfare known as Front Street. An active railroad track is situated nearby on the opposite side of the building. Alterations to the building have been relatively minimal, and it remains eligible for National Register listing.

The depot displays horizontal massing and a rectangular footprint broken only by a small first floor bay window facing the railroad track. The structure's low second floor does not extend the entire length of the building, but instead rises above the central section of the first floor somewhat in the manner of a New Orleans camelback house. Hipped roofs with deep overhanging eaves cover both stories. Large decoratively cut wooden brackets support these eaves. The building's low-slung horizontal massing and the overhanging eaves produce an overall effect reminiscent of the Prairie School style. Other exterior details include a concrete watertable and windows sills, windows containing subdivided upper sashes, and wooden doors. The treatment of the surviving original freight doors (see below) is interesting because the individual boards forming them are placed diagonally within rectangular frames.

Passenger and freight facilities are both located on the first floor. The passenger area is the larger of these two spaces. Although slightly altered (see below), its original floor plan is easy to ascertain. As was typical of the period, it provided for segregated facilities. There are two waiting rooms served by a centrally located ticket office (where the small bay window is located), and four small restrooms. Three additional spaces possibly served as offices, and there are two small storage rooms with walls made entirely of brick. Interesting features within the passenger section include tongue and groove beaded board ceilings, the placement of wooden members upon concrete walls to create a paneled wainscot, and a screen with geometric designs above one of the interior ticket windows. The second floor is even more plain than the first. Its original plan consisted of one large open space, as did the plan of the freight section. Of interest in the latter is the roof, which is supported by a series of large laminated wooden beams and braces. Alterations to the floor plan will be described below. A narrow concrete platform adjoins the building's north (freight) side.

Alterations to the depot have been relatively minimal. They include the subdivision of both waiting rooms and the second floor space, the subdivision of the freight area to create a small office, the installation of dropped tile ceilings and tile floors in the passenger section, the

CONTINUED

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

**National Register of Historic Places  
Continuation Sheet**

New Orleans and Northeastern/New Orleans and Great Northern Railroad Depot, St. Tammany  
Section number 7 Page 2 Parish, LA

---

replacement of two original sliding freight doors with doors which rise like garage doors, the covering of a few windows with wooden panels, and the loss of a wooden freight platform connected to the building. None of these changes seriously impacts the building's historic identity as a railroad depot. Thus, the depot would be easily recognized by any railroad employee, passenger, or Slidell citizen from the historic period when the railroad made possible the industries which formed the mainstay of the local economy.

**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**

N/A

(Mark "x" in all the boxes that apply.)

Property is:

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

**Areas of Significance**

(Enter categories from instructions)

Transportation

**Period of Significance**

1913-1946

**Significant Dates**

1913

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**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 # \_\_\_\_\_

**Primary location of additional data:**

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

Name of repository:

\_\_\_\_\_

Name of Property

County and State

**10. Geographical Data**

**Acreage of Property** less than an acre

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	1 5	2 3 2 3 3 0	3 3 5 2 7 2 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**

name/title National Register Staff

organization Division of Historic Preservation date August 1996

street & number P. O. Box 44247 telephone (504) 342-8160

city or town Baton Rouge state LA zip code 70804

**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 City of Slidell

street & number P. O. Box 828 telephone (504) 646-4333

city or town Slidell state LA zip code 70459

**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**

New Orleans and Northeastern/New Orleans and Great Northern Depot, St. Tammany Parish, LA

Section number 8 Page 1

---

The New Orleans & Northeastern/New Orleans & Great Northern Railroad Depot is locally significant in the area of transportation because it represents a very important force in the history of the town of Slidell. Although the present depot does not represent the founding of Slidell by the New Orleans and Northeastern Railroad (N.O. & N.E.) in the 1880s or the arrival of a second line, the New Orleans & Great Northern (N.O. & G.N.), in 1905, it does represent railroading as a crucial force in the town's economy from its 1913 construction date through 1946, the fifty year cutoff. (The railroad continued to be the principal method of transporting goods into the post-World War II era. A portion of the depot is still in use as an Amtrak terminal.)

Research in available primary and secondary sources has failed to answer the question of whether the New Orleans & Northeastern Railroad or the New Orleans & Great Northern Railroad actually built the 1913 Slidell depot. A captioned photograph published in the *St. Tammany Farmer* at the time of the depot's completion credited its construction to the Great Northern. However, Sanborn Fire Insurance Maps for 1911 and 1926 indicate that both companies used the tracks which ran through Slidell and terminated in New Orleans after crossing Lake Pontchartrain. This information is confirmed in a secondary source. One must assume that the two companies shared use of the depot as well as the tracks. For this reason, the structure has been given both names for the purposes of this nomination.

Slidell was one of the last towns to be founded in St. Tammany Parish. Its birth coincided with the construction of the N.O. & N.E., which was organized in 1881 with the twin goals of opening the eastern portion of St. Tammany Parish to development and linking southeast Louisiana with the northeastern United States. Apparently, the site which became Slidell first served as a camp for railroad construction workers. The company actually surveyed the townsite when rail service began in 1883. The community was named after Confederate diplomat John Slidell, whose European son-in-law was a principal investor in the railroad. Although telephone and telegraph communication were established in 1884, the community did not incorporate until 1889. Census records indicate that the town had grown from 364 persons in 1890 to 1,129 in 1900.

CONTINUED

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

**National Register of Historic Places  
Continuation Sheet**

New Orleans & Northeastern/New Orleans & Great Northern Railroad Depot  
Slidell, St. Tammany Parish, LA  
Section number 8 Page 2

---

Late nineteenth century businessmen were seldom satisfied with only one rail connection to outside markets, and residents of Slidell were no exception. Thus, they welcomed the 1905 chartering of the New Orleans and Great Northern, whose goal was to establish a rail link between New Orleans and Jackson, Mississippi. This line also contributed to the town's growth, with the population reaching 2,188 in 1910 and 2,958 in 1920. By then Slidell was the largest town in the parish.

This growth was spurred by the presence in Slidell of several businesses which were dependent upon the two railroads for transportation of their products to outside markets. The first was a creosote company which was originally founded to treat the many pilings and crossties needed to build a railroad bridge across Lake Pontchartrain. Sanborn Fire Insurance maps for the historic period indicate that it was a large concern and, thus, an important source of employment for the community's residents. Another significant and long-lived business was the Slidell Grocery and Grain Company. However, the largest and most important of these businesses was the Salmen Brothers Brick and Lumber Company, which operated from 1887 until the 1920s. Sanborn maps clearly indicate the company's role as the economic basis for Slidell's survival during the community's early years. Later in the twentieth century, a Coca Cola Bottling works, a Texaco oil depot, and a manufacturer which extracted oils from wood also located along the line.

The relationship between the railroad industry and these businesses is vividly portrayed in the Sanborn maps. Because all of these businesses needed the fast and relatively inexpensive transportation which the railroad could provide, each was located directly adjacent to the track which the two railroad companies shared. As a result, the track line served as a manufacturing corridor similar to today's modern industrial parks. In addition, most of the Slidell businesses mentioned above had a number of spur lines on their properties. These lines connected specific buildings where products were stored to the main track, eliminating the need for the expensive extra step of transporting products to the local depot for shipment. Because the two railroads were critical to Slidell's economy, as described above, the depot is obviously of considerable significance in the town's history. It is the very symbol of the railroad and what it made possible. Thus, the New Orleans & Northeastern/New Orleans & Great Northern Railroad Depot is a strong candidate for National Register listing.



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

**National Register of Historic Places  
Continuation Sheet**

New Orleans & Northeastern/New Orleans & Great Northern Railroad Depot  
Slidell, St. Tammany Parish, LA

Section number 9 Page 1

---

**BIBLIOGRAPHY**

Ellis, Frederick S. *St. Tammany Parish: L'Autre Cote Du Lac*. Gretna, LA: Pelican Publishing Company, 1981.

Rapp, William F. *An Annotated Catalog of Louisiana Railroads*. Railway History Monograph; Research Journal of American Railways. Volume 18, No. 4, October 1989, pp. 19-20.

*Sanborn Fire Insurance Maps* for 1906, 1911, 1926 and 1930.

Schwartz, A. D. *A Brief Outline of St. Tammany Parish History*. n.p.: St. Tammany Parish Fair Association and Louisiana Purchase Sesqui-Centennial Committee, 1953.

*St. Tammany Farmer*, September 20, 1913.

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

## **National Register of Historic Places**

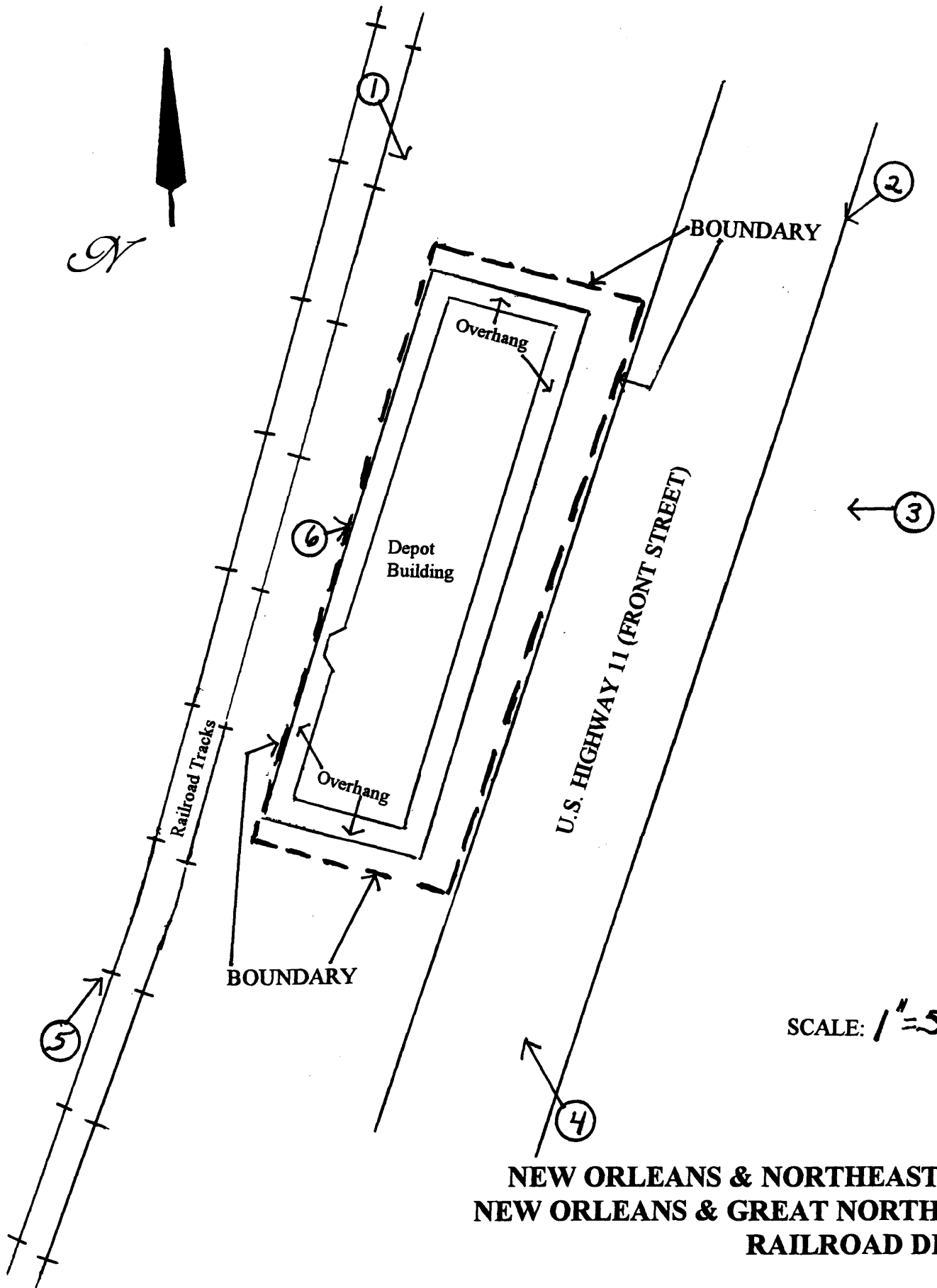
### **Continuation Sheet**

New Orleans and Northeastern/New Orleans and Great Northern Depot, St. Tammany Parish, LA  
Section number 10 Page 1

---

**Boundary Description:** Please see attached sketch map.

**Justification:** The parcel of land included with the depot when the building was donated to the City of Slidell is of an unusual size and shape. It is well over 700 feet long but only roughly 50 feet wide. The boundaries chosen for this nomination follow the property lines on the depot's east and west sides and are cut close to the building on the north and south in order to exclude unnecessary acreage.



**NEW ORLEANS & NORTHEASTERN/  
 NEW ORLEANS & GREAT NORTHERN  
 RAILROAD DEPOT**

SLIDELL, ST. TAMMANY PARISH, LOUISIANA