

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 92001873

Date Listed: 2/4/93


**Canal Station
Property Name**

**Orleans
County**

**LOUISIANA
State**

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

2/9/93

Date of Action

=====
Amended Items in Nomination:

Section No. 5

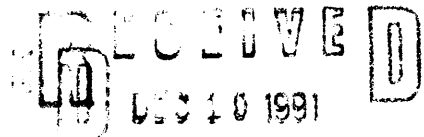
This nomination was submitted as the result of an appeal, which was sustained by the Keeper. The Louisiana SHPO complied with all the procedural requirements for a nomination, but did not concur with the Keeper's finding that the property was eligible for listing. Since the SHPO did not sign the form, she also did not recommend a level of significance. We have concluded that the appropriate level is local.

This SLR should not be included as a technical or substantive problem in connection with the State Program Review process. Since the state did not support the nomination they had no obligation to recommend a level of significance.

DISTRIBUTION:

**National Register property file
Nominating Authority (without nomination attachment)**

1873

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration FormNATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Propertyhistoric name Canal Stationother names/site number Canal Car barns, Canal Depot**2. Location**street & number 2819 Canal St.☐ not for publicationcity, town New Orleans☐ vicinitystate Louisianacode LAcounty Orleanscode LA 071zip code 70119**3. Classification**

Ownership of Property

☐ private☒ public-local☐ public-State☐ public-Federal

Category of Property

☒ building(s)☐ district☐ site☐ structure☐ object

Number of Resources within Property

Contributing

3

Noncontributing

1

buildings

sites

structures

objects

Total

Name of related multiple property listing:

Number of contributing resources previously
listed in the National Register 0**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, 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. ☐ See continuation sheet.

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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

Date of Action

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-timber frame streetcar barns

Materials (enter categories from instructions)

foundation BRICK, CONCRETE

walls METAL/ iron, BRICK, WOOD

roof METAL/ iron

other N/A

Describe present and historic physical appearance.

This is a streetcar barn complex consisting primarily of two wood frame, post and beam, gable roof carsheds, exterior wall covering sheet iron, roof covering corrugated iron, built after a fire in 1887. There is also a wood frame, post and beam carshed with an arched roof supported by wrought iron trusses, built in 1861 to which one of the 1887 buildings forms a long addition. The 1861 building has a corrugated iron roof covering, as originally. It has a sheet iron wall covering. There is also a small, one story office building between the two sets of carsheds, ~~built of brick and~~ dating to the period 1898-1908.

The 1861 carshed has a massive post and beam wall structure. The roof structure consists of wrought iron "principles" or trusses, arching from one side wall to the other, at the ends fitting into cast iron shoes attached to the massive 10x10 wood side wall plates. The ends of the arches are kept from spreading by iron tie rods stretching across the barn from one end of the arch to the other. On top of the iron arches are wood purlines running parallel to the side walls. On top of these is a mass of planking bent to fit the curve of the arch. This is covered by corrugated iron, as specified in the original builder's specifications of 1861. The building originally had no facade, as a long, narrow building originally stretched in front of it and the flanking stable. This is referred to in the builder's specifications as the "station hall" or the "dormitory". What remained of the dormitory after part was destroyed in 1887 was demolished sometime between 1898 and 1908. At that time, a facade similar to the one on the flanking 1887 carbarn was added, gable end. As the 1887 building had a gable roof, placing a facade similar to its on a building with an arched roof similar to that on, say, a quanset hut or airplane hanger produced an odd "false front" effect, with the peak of the facade much higher than the highest point of the arch roof. The building has no rear wall, as this was removed when an extension was added in 1887. The side facing White St. originally had no sheathing, as a stable stood next to it and right up against it. After the fire of 1887 the upper half of the wall was covered with sheet iron, this being extended to the ground sometime in the mid-1960's. The other side wall was originally covered with rough weatherboarding, replaced partly by sheet iron and partly open for access to the office next door. The front entrance, originally without doors, now has metal doors added in the mid-1960's.

The flanking carbarn was built in 1887. It is of massive post and beam construction with a gable roof structure of massive wood trusses triangular in shape. It apparently has always had a corrugated iron roof covering, laid directly on the roof structure with no underlying planking or other sheathing, and side walls covered with sheet iron, "iron clad" as the 1896 Sanborn Insurance Map terms it. Originally open, the ends are now closed by metal doors added in the mid-1960's. This is a long, relatively narrow building extending the width of the block. A building of identical construction was built as an addition to the rear of the 1861 carbarn in 1887. There is also a small ☒ See continuation sheet office building between the 1861 barn and the one flanking it built 1898-1908. One story, flat roof.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1

The concrete block sun screen in front of the office building was erected in 1964, as part of the "Transit Improvement Program" of that year. See enlarged copy of "Transit Rider's Digest" enclosed. The original facade of the office building is masked by a wooden screen of vertical boards with openings for air conditioners. So far as can be determined, the original facade appears to be structurally intact. The openings in the screen appear to correspond with the original much larger window openings in the original facade. Removal of the screen would be necessary to determine the original door and window openings. There is at present no access behind the concrete block sunscreen, so far as I have been able to determine, so a closer inspection was impossible.

The only way the successive enlargements of the office complex can be documented is by studying successive plans and photos. Thus the first section was built sometime between 1898, when a photo shows the original "station hall" with its ground level office still standing, and 1908, when the Sanborn map shows the first section of the present office in existence. It is quite likely that material from the old structure was used to build the new. The 1927 aerial photo shows the office extended towards the rear (Iberville St.). Some distance behind is a long narrow shed attached to the side wall of the 1861/1887 carbarn, the one (carbarn) closest to White St. Presumably this shed was built in the same intervening period 1908-1927. The 1936 N.O. Public Service plan and the 1940 Sanborn map show the office extended still further towards Iberville St., almost touching the narrow shed in its rear. See enclosure 8, top photo. Note raised inspection track next to shed. There were no major changes until the end of the streetcar era.

In 1964, when the complex was converted to bus maintenance, the inspection track between the carbarns was removed. A concrete block store room was built in the place indicated on the enclosed 1983 Sanborn map, and the space between the 1887 carbarn (former steam dummy building) and the long shed attached to the side wall of the 1861/1887 carbarn was roofed over, as indicated on the Sanborn map. According to employees who were present at the time, the work was done without any significant demolition, mostly an addition to what was there already. Exploratory demolition should confirm this. The area immediately behind the screen wall (rear) between the two carbarns is an open storage yard.

Most of the structures in the office complex appear to be of wood frame construction, there are masonry interior walls, but it is difficult to determine when they were built. Some sections of the complex (office) were originally sheathed in wood, some in metal. The roof is generally flat, but irregular due to the way structures were joined together. Further details would depend on total access to all parts and some exploratory demolition.

The 1896 Sanborn map describes the long sides and rear facades of the two carbarns as "iron clad", as does the 1908 Sanborn map, which indicates doors on the rear facades. This "iron cladding" presumably dates from 1887, when the wood truss carbarns were built. The 1927 aerial photo shows the iron siding covering the upper half of the sides of the carbarns. As with other buildings of this type in New Orleans, the siding was corrugated iron attached with the corrugations running vertically to the ground. In 1939, according to Mr. Robert B. James, retired New Orleans Public Service Co. official, most of the lower portions of the carbarn sides were enclosed by adding additional corrugated iron. Most of

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2

this original siding appears to be intact under the present exterior covering of thin corrugated metal which seems to be attached to the corrugated iron with large sheet metal screws. This present covering was applied with the corrugations running vertically with the ground as were the originals, and has much the same appearance at a short distance. I was unable to find anyone who knew even approximately when this covering was put on. Probably it was in 1964, when the rest of the work was done. A very small section of the siding on the White St. side of the 1861 carbarn was replaced with flat non-metallic siding, as indicated in the drawings. This appears to be identical with that now covering the Canal St. gables, and was presumably put there for the purpose of making the most visible portions of the carbarns look more "modern" in 1964. The early metal coverings on the front gables of the carbarns were certainly present at the time of the 1964 "modernization", and veteran transit employees with whom I have spoken believe that it was merely covered over, although removal of the present covering would be necessary to prove this. Most of the original corrugated iron is clearly visible in the interior of the carbarns, as there is little if any interior sheathing in the carbarns proper. Presumably most of the upper portion dates from 1887, the lower portions from 1939. Buildings of this type have been of little interest to most preservationist and architects in this area, and no one could think of anyone here who was knowledgeable about corrugated iron types, etc.

All of the pre-1941 buildings, so far as is known, have brick foundations. Concrete foundations were used for the 1964 additions. The non-contributing building is a two story office building constructed in 1967. See copy of "Transit Rider's Digest". This is of metal frame construction on a concrete slab foundation, with metal sides and a flat roof. It stands on the approximate site of the "Foreman's Dwelling", built in 1861 and removed prior to 1908. To the rear of this office building is an open parking space once occupied by a group of small shop buildings shown on the 1896 Sanborn map and removed in 1964.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance

1861-1941

1861-1941

Significant Dates

1861, 1876, 1894

1861, 1887

Cultural Affiliation

Significant Person

Architect/Builder

1861 carbarn: ARCHITECT, James, S. L. BUILDER,
Page, John. 1887 carbarns: Architect,
Sully, Thomas. Builder, UNKNOWN

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

1861 carbarn is the sole surviving portion of the horsecar system built by the New Orleans City Railroad Co. in 1860-61. This was the first citywide streetcar system in New Orleans and one of the earliest in the United States. It is believed to be the oldest surviving streetcar barn in the United States, and the oldest structure continuously in use for transit purposes. It is the sole survivor of five carhouses built in 1861 using wrought iron trusses, then a relatively new type of construction for this area, and topped with corrugated iron, an early use of this material. The "iron arched roof" as these were referred to, was considered striking and unusual at the time.

The 1887 structures, with the 1861 barn, constitute a fine example of a late horsecar era carbarn complex, the only one surviving in New Orleans. The 1887 barn nearest Dupre St. was originally built to house the steam "dummy" locomotives and coaches of the West End excursion line. Steam locomotive operation for surface street railway operation was never very common, and this structure, essentially intact, may well be the only remaining facility once used to maintain this type of operation. The similar structure built in back of the 1861 barn was probably used as the stable for the mulecar operation, in addition to housing repair and paint shops. These buildings are splendid examples of late 19th century, massive timber frame, post and beam construction, roofed with corrugated iron and sided with sheet iron. These have undergone no serious structural modification. Very long in relation to their width, looking from one end into the interior, the row of great wooden trusses stretches into the distance, resembling the wooden snowsheds once used by railroads in the Sierra Nevada Mountains. The massiveness of the frame and trusses, and the repetition of identical units on such a scale is extremely impressive. Structures of this type, once perhaps relatively common, have tended to disappear due to the ravages of fire and decay, to which stone and brick buildings were less vulnerable. Also, the tendency was to replace most buildings of this type of construction with masonry or steel construction during the electric streetcar era. Steam "dummy" operation began in 1876, ended 1898.

The facade placed on the 1861 carbarn 1898-1908 is an odd example of an attempt to blend an older structure in with a group of buildings of later and different construction. The small brick office building is of no particular architectural interest but is important for its association with the heyday of the electric streetcar in New Orleans. It is the only surviving building erected during that period in the Canal barn complex.

This complex, first used for transit purposes in 1861, grew and evolved into the main, central barn of the entire system. Reaching what was essentially its present form in 1887, certainly after 1908 there were no major changes.

☐ See continuation sheet

9. Major Bibliographical References

Hennick, Louis C. and Charlton, E. Harper "The Streetcars Of New Orleans", New Orleans 1975, Pelican Publishing Co.
"Horse Railroads In New Orleans" no author credited. "Daily Picayune" New Orleans April 21, 1861 Page 1.
"A Disastrous Fire". no author credited. "New Orleans Times-Democrat" New Orleans January 20, 1887.

☐ See continuation sheet

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 # _____

Primary location of additional data:

- ☐ State historic preservation office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☐ Other

Specify repository:

New Orleans Notarial Archives

10. Geographical Data

Acreage of property 2.25

UTM References

A 155 780538 3318962
Zone Easting Northing
C

B
Zone Easting Northing
D

☐ See continuation sheet

Verbal Boundary Description

The city block bounded by Canal, N.White, N.Dupre and Iberville Sts.

☐ See continuation sheet

Boundary Justification

The boundary includes the entire city block that has historically been associated with the property. The entire city block has been used for transit purposes since 1861

☐ See continuation sheet

11. Form Prepared By

name/title Edwin Dalton Weber, Jr.

organization N/A

street & number 5026 Press Drive

city or town New Orleans

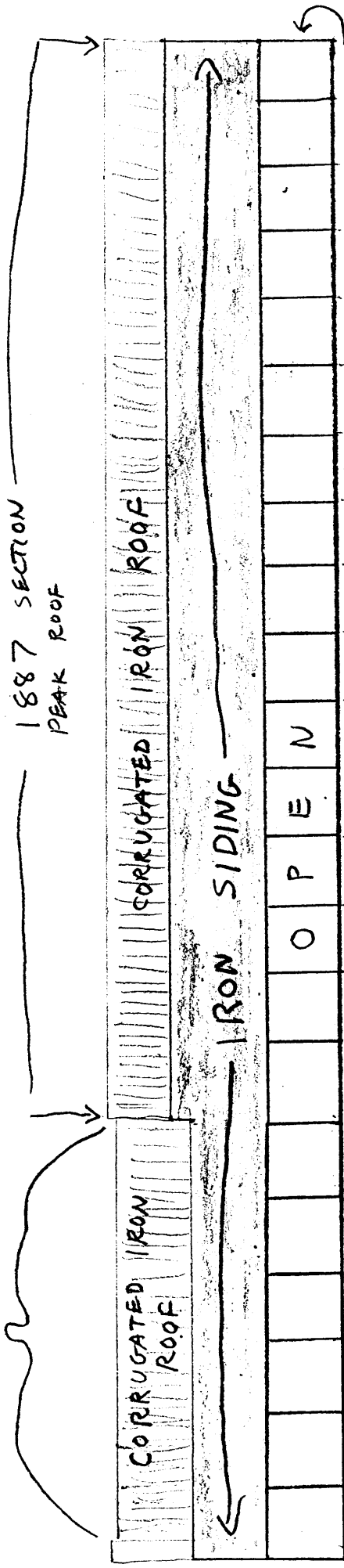
date October 22, 1991

telephone 504-282-5329

state Louisiana zip code 70126

WHITE ST. ELEVATION OF 1861/1887 CARBARN PRIOR TO 1939 SHOWING IRON SIDING

1861 SECTION
ARCH ROOF

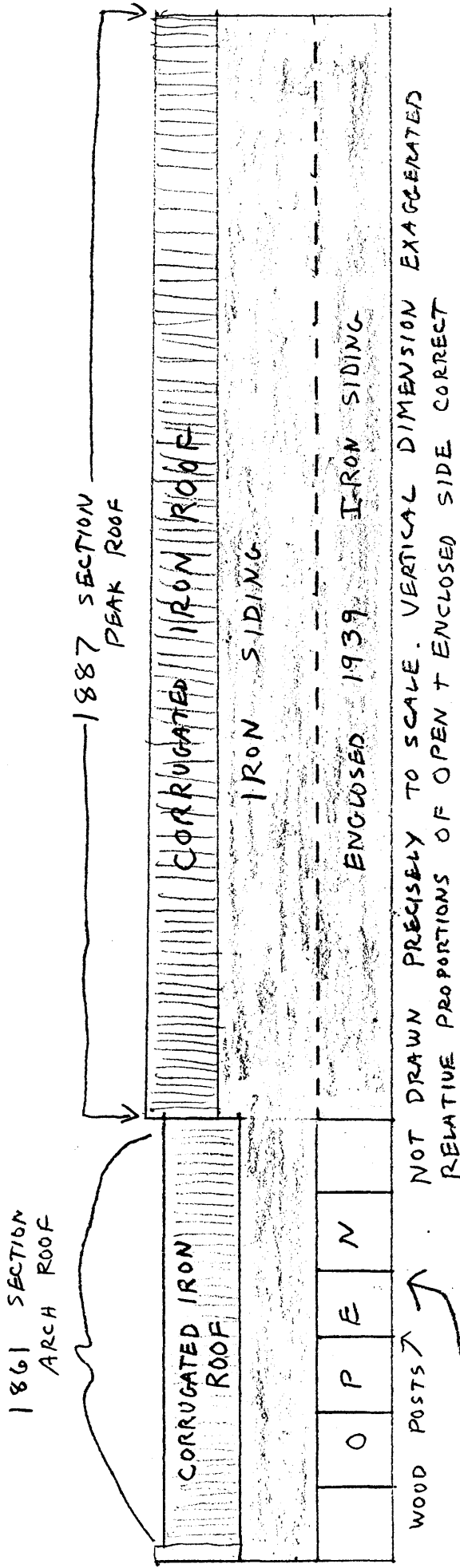


NOT DRAWN PRECISELY TO SCALE. VERTICAL DIMENSION EXAGGERATED
RELATIVE PROPORTIONS OF OPEN + ENCLOSED SIDE CORRECT.

SANBORN MAP OF 1896 REFERS TO SIDES OF CARBARN AS "IRON CLAD". THIS PROBABLY
WAS DONE DURING REBUILDING OF 1887 AFTER FIRE. 1927 AERIAL VIEW SHOWS SIDES AS
DRAWN ABOVE. THERE WERE PROBABLY NO MAJOR CHANGES PRIOR TO 1939, WHEN MOST OF OPEN
SIDES WERE ENCLOSED

Edwin J. Mearns
MARCH 17, 1992

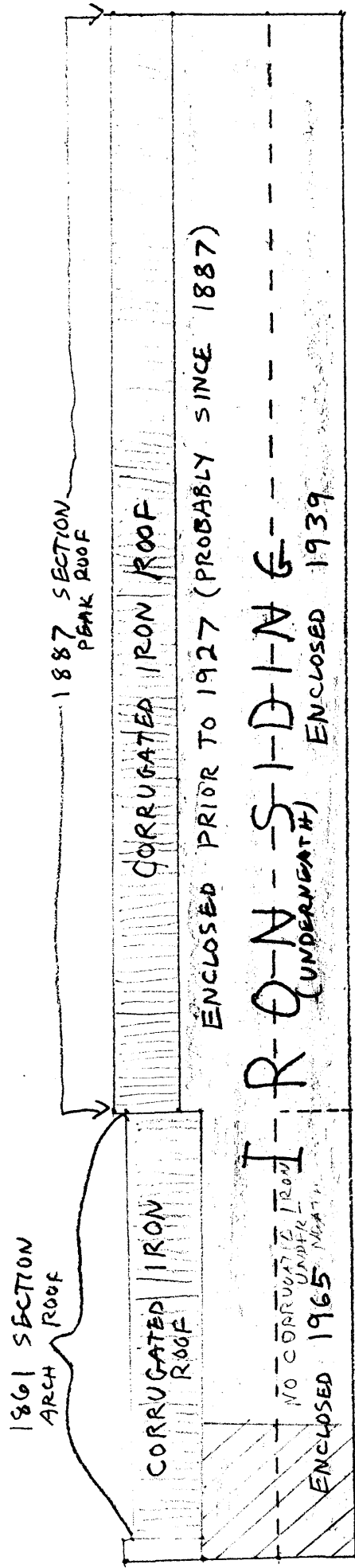
WHITE ST ELEVATION OF 1861/1887 CARBARN
1939-1965



IN 1939, ACCORDING TO MR. ROBERT B. JAMES, A RETIRED NEW ORLEANS PUBLIC SERVICE CO. OFFICIAL,
MOST OF THE OPEN PARTIONS OF THE SIDES OF THE CARBARN'S WERE ENCLOSED, WITH THE EXCEPTION
OF THE PART SHOWN ABOVE.

Edwin D. Wale Jr
March 17, 1992

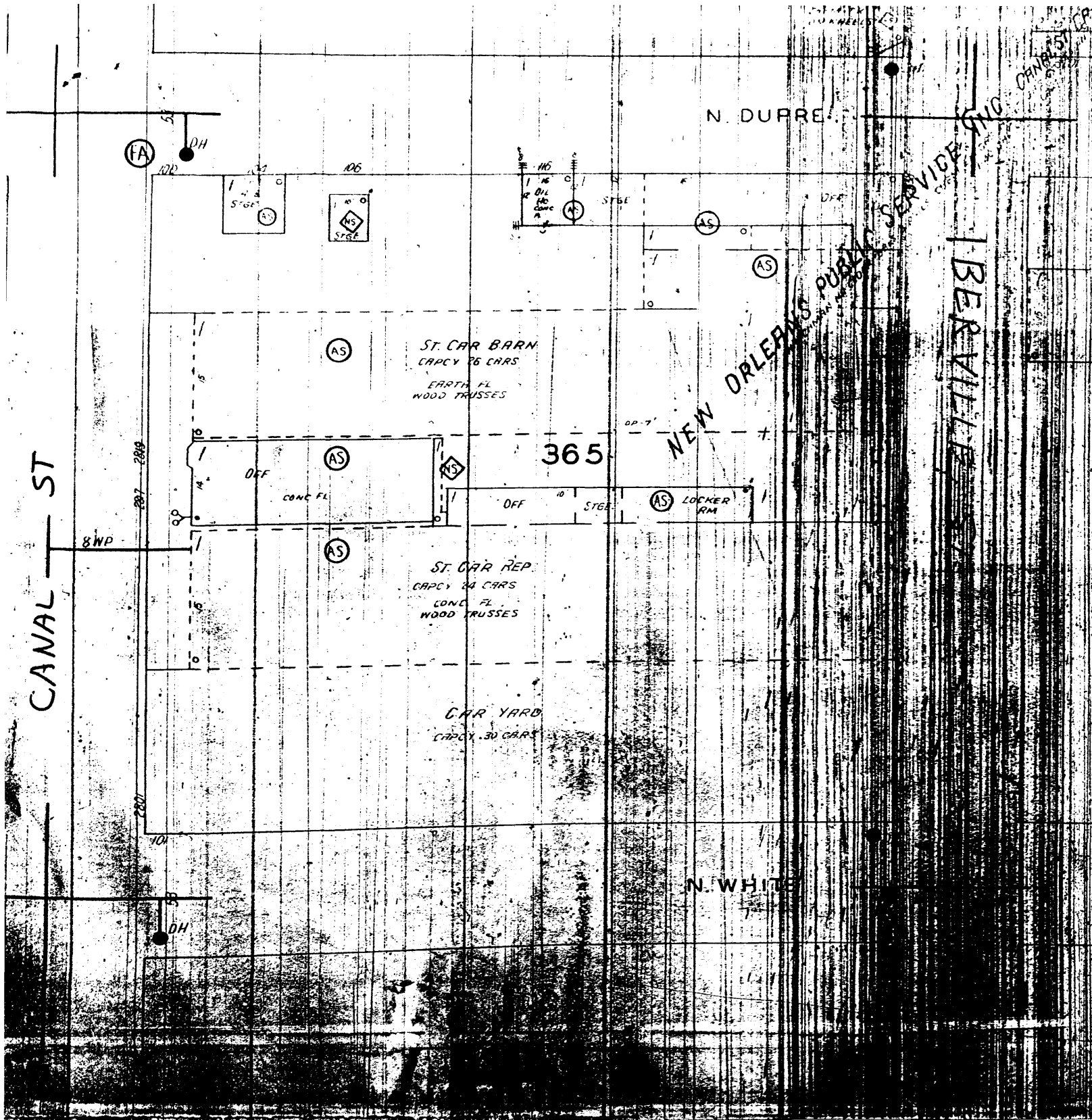
WHITE ST. ELEVATION OF 1861/1887 CARBARN 1965 - PRESENT



NOT DRAWN PRECISELY TO SCALE. VERTICAL DIMENSION EXAGGERATED
RELATIVE PROPORTIONS OF EACH AREA OF SIDING CORRECT

REMAINING SIDES OF BOTH CARBARN SHOW SIMILAR HISTORY. UPPER HALF ORIGINALLY ENCLOSED,
ALL OR MOST OF LOWER HALF ENCLOSED IN 1939. MOST OF CORRUGATED IRON INTACT UNDER
MODERN THIN METAL SIDING - IN SECTION ATTACHED TO CORRUGATED IRON WITH SHEET
METAL SCREWS

Edwin D. Wake Jr
March 17, 1992



SANBORN MAP 1940

Enclosures 1-9 are from "The Streetcars of New Orleans" by Louis C. Hennick and E. Harper Charlton, 1975 edition. 10-12 are Sanborn Insurance Maps, on microfilm in most area libraries.

- 1) Note the old "station" with its "church tower" containing the stairway to the second floor. Presumably there was a similar structure on the far end of the building (note the 1885 Sanborn map). The carbarn visible behind the station is the one still standing (Bldg #4) on plans
- 2) Picture of Canal showing how the cars passed under the "station", with Bldg #1, 1887 carbarn, visible at left
- 3) Interior of Canal barn showing the juncture of 1861 and 1887 carbarns. note iron tie rods and wood trusses
- 4) Shows facade added to Bldg #4 1898-1908. This is similar to the one on Bldg #1. Is now crudely sheathed with metal but could easily be restored
- 5) Shows a typical "dummy" train such as operated out of Canal 1876-1898
- 6) Shows the tower of Canal station that survived fire of 1887
- 7) Canal in 1896. Tower gone by this time. "Station" as shown here is but half of the original building, which extended further to the right. What is apparently an office on the bottom floor was added after the fire of 1887
- 8) Top view is looking from Iberville between the two carbarns. Bldg #1 at right. Bottom view (1960) shows old 1861 carbarn with White street side still open as it had been since fire of 1887, and destruction of the stable which occupied site where streetcars are parked here. This side of the barn was enclosed in 1965. Structure still intact.
- 9) Bottom is 1875 Poland barn. Top is how it was rebuilt after hurricane. If Canal had been rebuilt in 1930, this is how it would have looked.
- 10) Canal barn in 1885 on Sanborn map. Note Bldg #4 "Street R.R. Car Ho.". This is the 1861 carbarn standing today. The building next to it with the "X" going from corner to corner is the stable. The long building in front running along Canal St is the "station", only half of which survived the 1887 fire. The building labeled "Steam Car House" stands on the same site as Bldg #1, the 1887 carbarn which stands today. The "Foreman's Dwelling" survived the 1887 fire, as it is shown on the 1896 Sanborn map, but not on any later ones. On its site now stands the office building built in 1965 (lower left corner).
- 11) Canal barn in 1896 on Sanborn map. Basically the same plan as today, except for the surviving part of the "station". Note the "discontinuity" in the roof marked by ~~gutter~~ arrow. This apparently marks the junction between the 1861 and 1887 barns. This and the preceding map are on approximately the same scale. If you overlay them using the "station" as a guide you find that the Buildings marked #4 on both maps match each other virtually exactly.
- 12) Canal barn in 1908 on Sanborn map. note that the "station" is gone and the 1861 carbarn now has a facade similar to Bldg #1, the flanking 1887 barn. The general layout is essentially the same as at present.

Buildings

#1-1887 carbarn

#2-1887 carbarn

#3-1861 "station" or dormitory

A) Part that survived fire of 1887, demolished 1898-1908

B) Part destroyed in fire of Jan. 19, 1887

#4-1861 carbarn

#5-Stable moved here in 1861. Burned Jan. 19, 1887

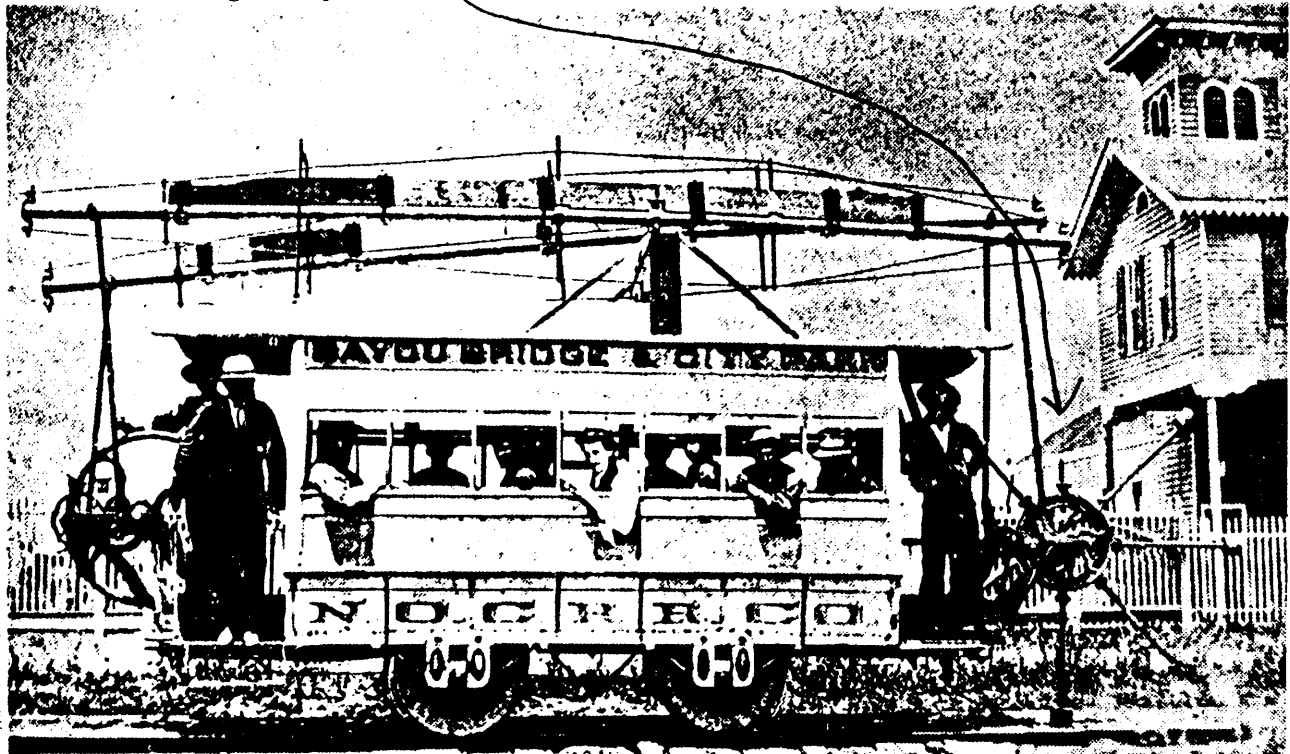
SURVIVED FIRE OF 1887



1

Bldg. #4, 1861 arch roof carbarn still standing today

Bldg #3, "station" tower is stairwell to second floor.



The famous walking beam car. About 1871, in front of Canal Station (Barn) at White St.

Courtesy N.O.P.S.I.

The potential worth of these inventions were weighty enough to call fourth much capital and interest, especially on the part of the New Orleans & Carrollton RR. Co. and Gen. Beauregard. For instance, the N. O. & C. RR. Co. in 1872 conducted comparative trials to determine the ammonia locomotive's economies over animal propulsion. It was found that to operate the ammonia locomotive cost \$6.775 per day as compared to \$9.910 per car per day for animal traction. Expenses of animal upkeep and feed, also labor and track work (plank walkway), were cut out by Lamm's invention. May 27, 1872 saw the charter filed for The Ammonia & Thermo-Specific Propelling Co. of America. New Orleans' "social register" staffed the Board of Directors. Dr. Emile Lamm, Mr. Leon Godchaux, Mr. P. J. McMahon, Mr. W. C. Wilson, Mr. Jules Brudy, Gen. Beauregard, Mr. G. L. Laughland (elected President of the company), and Mr. H. C. Millaudon put their signatures to the company's charter.

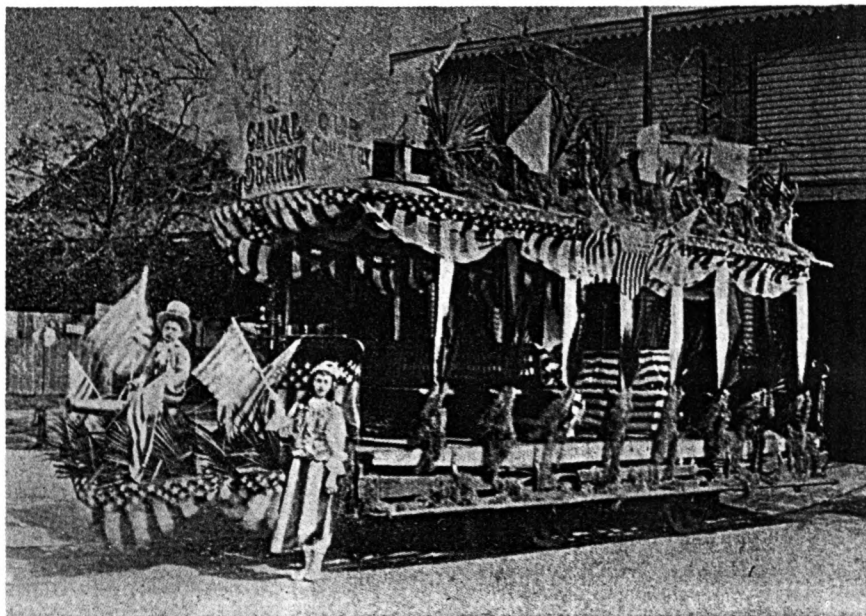
Mention of the ammonia engine showed in the "Daily Picayune", February 21, 1871. The engine, tendered by Dr. Lamm, made several trips from the Clay Statue, out Canal Street to Halfway House and back. The engine was referred to as a "motor". Its workings were simple and very similar to a steam engine. Ammonia (1/5th part of Ammonia to 4/5ths part of water) was heated in tubes (flues) surrounded by water. The water was heated by a small coal flame (one barrel of coal required for three trips). The Ammonia effervesced rapidly, provided motivating power in cylinders. Ammonia was not allowed to escape, was

retained to be mixed with water anew. However, the Thermo-Specific engine was more practical. Loss of energy in the transformation of the fuel into energy doomed the Ammonia engine. The Thermo-Specific engine used superheated water in 18" diameter tanks located on the roof of the "motor" (it was not clear in newspaper accounts if a "dummy" or a standard mule car was employed). Steam from the superheated water propelled the engine. However, having to constantly replenish the tanks rendered the experiment unwieldy for tight street railway operation. Dr. Lamm did not discontinue experimentation. August 24, 1872, The Combination Propelling Co. of New Orleans, Louisiana was chartered to build and sell the "motor" patented by Sylvester L. Langdon. Lamm joined forces with Langdon, and on December 10, 1874, the company was reorganized as The Lamm Fireless Engine Company. The product was similar to the earlier Lamm experiments. Several were bought by the Crescent City RR. Co. and the New Orleans & Carrollton RR. Co. All were converted to standard steam locomotive type propulsion. The engines were 0-4-0s and 2-2-0s with exposed boilers, both horizontal and vertical types. Incidentally, some of Lamm's Thermo-Specific engines saw street railway service in Paris, France beginning 1878.

Other companies in New Orleans testing locomotive propulsion were: Ammonia Motor & Railway Co., chartered September 2, 1890 to build and sell motor cars, organized by Atwood Violett, Thomas Woodward, and J. L. Byrne. Company dissolved 1891 and sold

(2)

Bldg #1
1887 carbarn



Bldg #3, "station"
Bldg #4, 1861
carbarn behind it

Chas. L. Franck Photo

Only available photo of an 1893 open car. New Orleans City & Lake RR. Co. Canal Station, 1898. Car decorated for Employees Benefit Assn.

4—Orleans RR. Co. 1895 Brills

1—N. O. & C. RR. 1893 St. Louis car.

50—1910 "Prytania" cars, St. Louis Car. Co., with Lord Baltimore truck.

245—Ford, Bacon & Davis type cars, all built between 1896 and 1908 by St. Louis, American, and McGuire. Lord Baltimore or McGuire truck.

As of the same date—June 30, 1918—only 259 double-truck cars were on the roster.

To give a condensed recapitulation of single-truck cars used in New Orleans from 1893 to their retirement in 1932:

1893: Seven-window, open platforms; built by St. Louis Car Co. with McGuire 19-F truck, for New Orleans & Carrollton RR. Co. In 1894, N. O. & C. RR. Co. had 70 St. Louis Car Co. cars (including the "Atalanta") on McGuire, Brill, and St. Louis trucks. Open cars (builder unknown, truck unknown) built for New Orleans Traction Co.'s Hart Franchise Lines. Cars arrived in New Orleans in 1893, but could not be used until 1894.

1894: Seven and eight-window, open platforms; built by Brill, with maximum traction 22-E "Eureka" trucks, later changed to single truck (Brill 21-E or Lord Baltimore) for New Orleans Traction Co.

1895: Six-window, open platforms; built by Pullman with McGuire 19-F truck for St. Charles St. RR. Co. Six-window Brills with Lord Baltimore truck, open platforms for Orleans RR. Co. Moni-

tor deck roof cars, builder unknown, for Annunciation Line (see photo, page 114).

1896-1901: Seven-window, FB&D, open platforms; built by American and St. Louis Car Co.'s. All had the Lord Baltimore truck except 30, built 1899-1900 by St. Louis Car Co., which had McGuire "Columbia" truck. The FB&D type cars were first built for Canal & Claiborne RR. Co. Later, this type of car was ordered by St. C. St. RR. Co., O. RR. Co., N. O. & C. RR. Co. and N. O. Ry. & L. Co.

1898: Two orders, eight-window, open platforms; Jackson & Sharp products, Lord Baltimore truck for New Orleans City & Lake RR. Co.

1899: Eight-window, open platforms; built by American, originally with 22-E M.T. trucks, later replaced by 21-E truck, for New Orleans City RR. Co. (second corporation).

1900: Seven-window, open platforms, similar to FB&D types, St. Louis 8 truck, built by St. Louis Car Co. for St. Charles St. RR. Co. (Nos. 41-50).

1908: Seven-window, FB&D type, vestibuled, built by McGuire-Cummings, Lord Baltimore truck for New Orleans Ry. & Lt. Co.

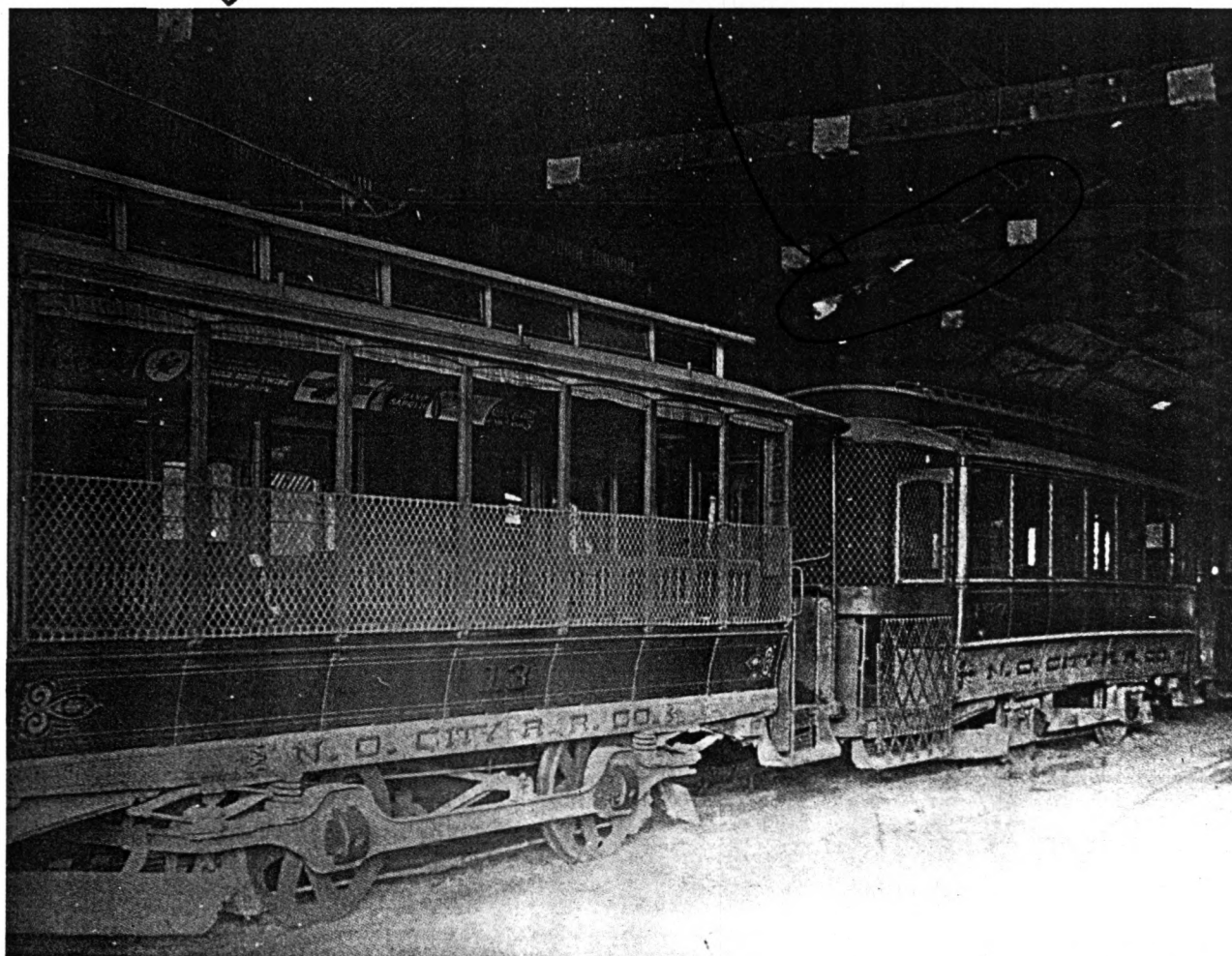
1910: Eight-window, vestibuled; built by St. Louis Car Co., Lord Baltimore truck (known as "Prytania" cars) for New Orleans Ry. & Lt. Co.

1924: Eight-window, vestibuled, experimental car No. 288, Brill 79-E-1 truck; built in New Orleans by N.O.P.S.I.

Bldg #2, 1887 carbarn. note wood trusses

Bldg #4, 1861 carbarn. note iron tie rods

Junction of 1887 and 1861 carbarns



Courtesy N.O.P.S.I.
Some semi-opens such as these were operated by Crescent City RR. Co. in 1890s. Builder unknown though appears to be St. Louis Car Co. McGuire 19 truck. Co-author Charlton remembers these cars running on Magazine and Coliseum Lines. This photo about 1900. No. 187, an 1894 Brill on St. Louis 8 truck, used as service car, hence the screening.

ORIGINAL ELECTRIC CARS

New Orleans' first electric cars (overhead trolley system, actual revenue service) were St. Louis Car Co. models entering service February 1, 1893 on the New Orleans & Carrollton RR. Co.'s St. Charles Line. This class had 18' 6" bodies (overall length: 24' 8") mounted on the McGuire 19-F truck of 7' wheelbase. Each car had one motor of the General Electric W. P. (weather proof) type. Controls were the Thomson-Houston rheostat main circuit, or "drum", control. There was no controller box, such as the K-10, on the car platform. The "controller" consisted of a shaft with a handle on top and a sprocket wheel at the base. The sprocket engaged a chain connected to the drum control under the car body. These first cars cost \$2,949.20 each. There were fifty cars in the first order (forty-nine cars were monitor deck roof models. One car, No. 50, was a Railroad Roof type, later became the private car, "Atlanta"—see: Private Cars pages 120-21).

Nearly all of these 1893 monitor deck roof models were scrapped or "salvaged", but four were sold to the

Home Electric Co. (Baton Rouge, La.—see: Vol. I, pages 33 and 36), two were sold to the Brockton & Plymouth St. Ry. Co. (Mass.), and possibly four sold to a company in Biloxi, Miss. One was left in 1918 on N. O. Ry. & L. Co. rosters.

MOTORED OPEN CARS

Unfortunately, unsuitable photos and non-existent records fail to establish exactly who built the forty open motored cars the Crescent City RR. Co. (N. O. Traction Co.) had in 1896. The cars were delivered in 1893 and saw service on the Peters Avenue Line in 1894. The Magazine Line started electric service with open cars in 1895. However, New Orleans' sudden rains made this type of equipment impractical—and unpopular. By 1899, the motored open cars were gone save one or two used for training motormen.

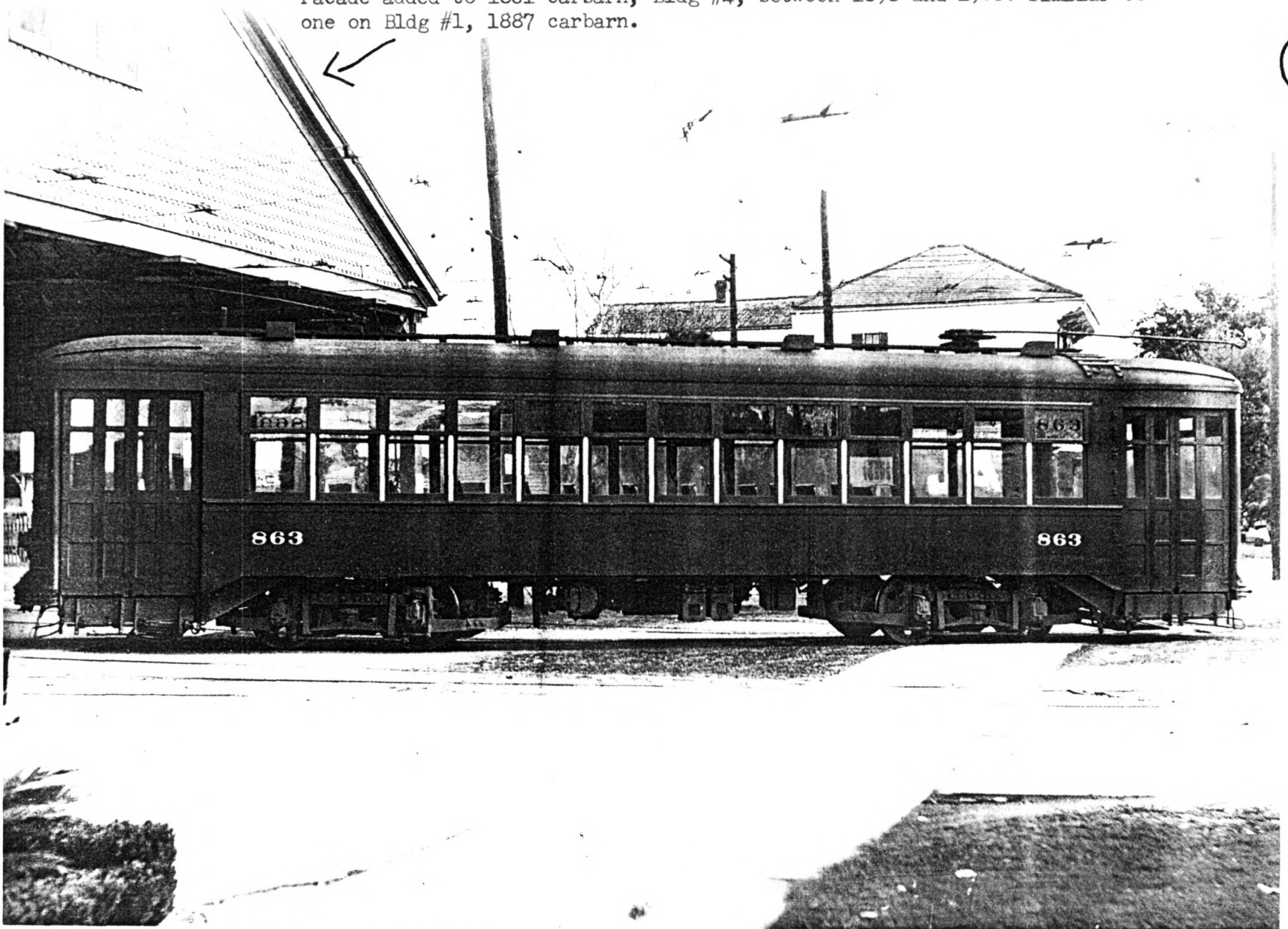
THE "1894" BRILLS

Between December 11, 1893 and January 21, 1895, the New Orleans Traction Co. ordered 226 motored cars from Brill in six separate orders. These cars were

Facade added to 1861 carbarn, Bldg #4, between 1898 and 1908. Similar to one on Bldg #1, 1887 carbarn.

4

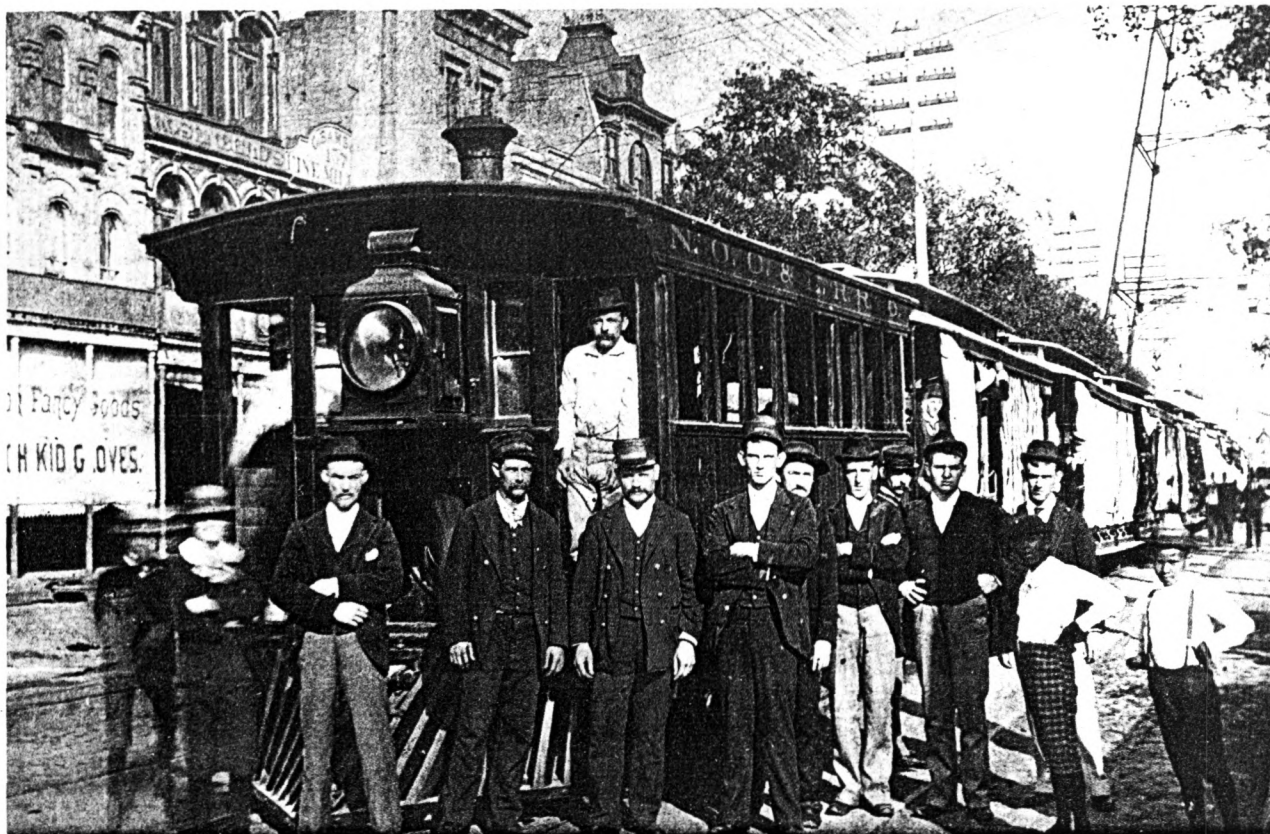
156



One of the Brill built 800s at Canal Station, about 1927. 76E2 truck.

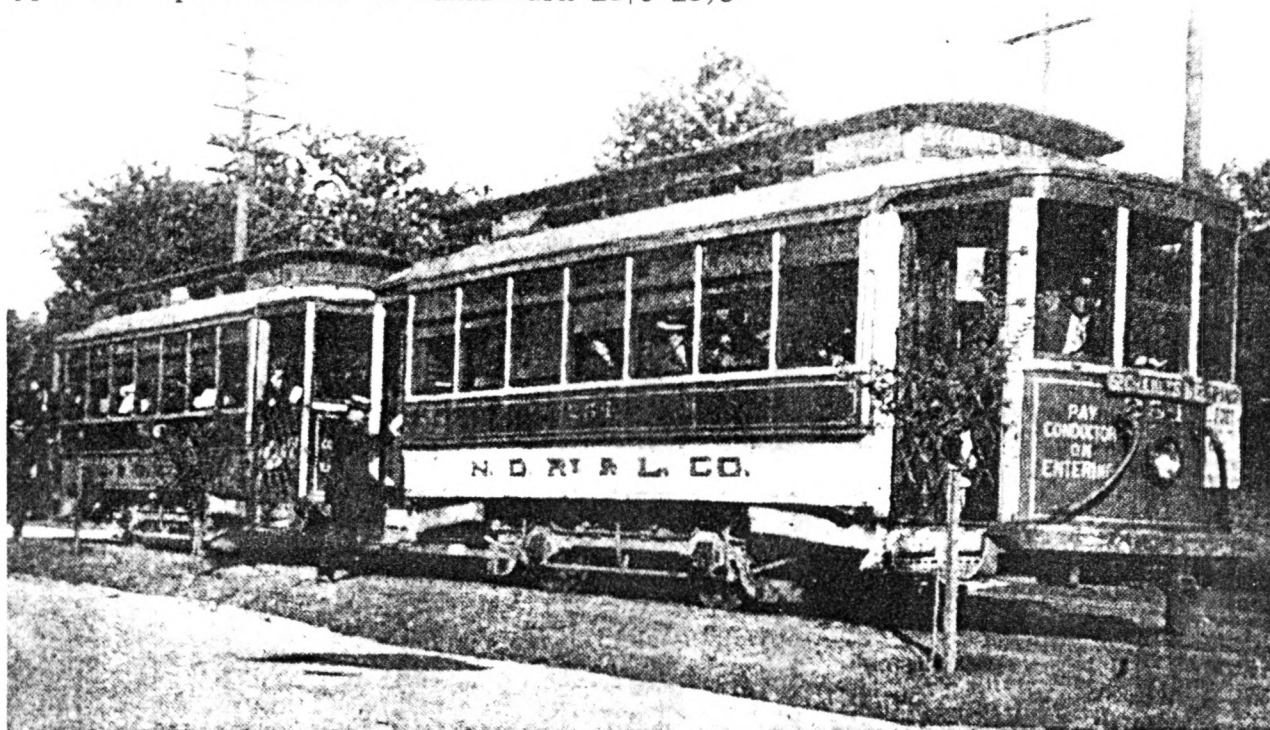
Chas. L. Franck Photo

5



Courtesy Mrs. Edward J. Morris, Jr.

West End Dummy train at Canal and Carondelet, about 1894. Note Brill single truck open trailers with canvas shades. Type that operated out of Canal barn 1876-1898

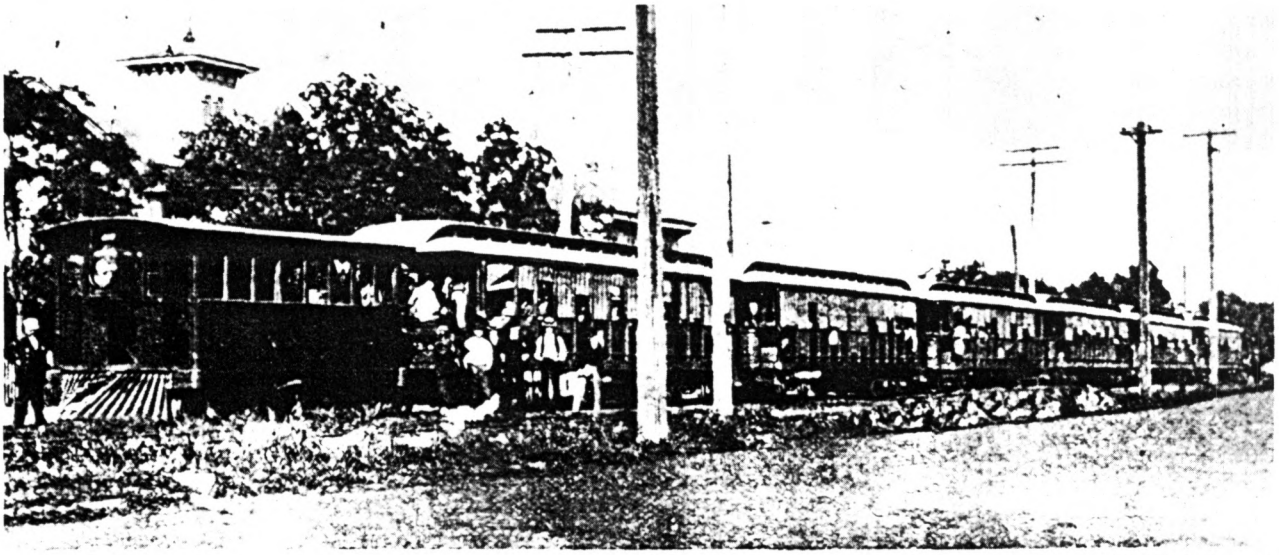


Street Railway Journal

Two unit operation in 1912 on St. Charles Belt Line with FB&Ds. First car a motored McGuire-Cummings, Lord Baltimore truck, built 1908. Second car, non-motored but with air brake equipment.

(6)

Tower of "station" Bldg #3



E. Harper Charlton Collection, C. W. Witbeck copy

Typical West End steam dummy operation opposite Canal Station, about 1895. Trailers built by American Car Co. in 1894.

STEAM LOCOMOTIVES

Steam locomotives of many builders have seen street railway and suburban railroad service in New Orleans, 1832 to the 1950s. Street railways that used such motive power were the following: New Orleans & Carrollton RR. Co., Crescent City RR. Co., New Orleans City & Lake RR. Co. (originally New Orleans City RR. Co.). Rosters are available for all but the Crescent City RR. Co. Steam railroad suburban service was provided by the Pontchartrain RR. Co., New Orleans Spanish Fort & Lake RR. (originally Canal Street City Park & Lake RR. Co.), Jefferson & Lake Pontchartrain Ry. Co., the New Orleans Terminal Co. (originally the New Orleans & Western RR. Co., late the New Orleans Belt & Terminal Co.) and several trunk lines entering New Orleans (see: Routes, chapter 3). Rosters exist for all these except the Jefferson & Lake Pontchartrain Ry. Co. However, since the J. & L.P. Ry. was owned by the New Orleans & Carrollton from the start, it is probable the road was served by N. O. & C. RR. engines. Rosters appear below, street railways first.

The photograph of N. O. & C. RR. steam engines on page 16 taken from reverse side of photo owned by Mr. Roger N. Conger and obtained by Mr. Avery Von Blon.

"Description of Dummies"

	Perpendicular	Horizontal
Weight, when ready for use	8,000 lbs.	8,000 lbs.
Track gauge of wheels..	4'8½"	4'8½"
Wheel base	5'	5'7"
Length of boiler	6'8"	8'6"
Diameter of boiler	36"	32"
Fire Box size (Dahmers Pat. Water Grate Bars)	20 by 30	20 by 30
Number of tube flues	32	32
Size of tube flues	1¾" by 3' by 6"	1¾" by 5' by 8"
Size of steam dome	18" by 24"	20" by 30"
Size of cylinders	4½ by 8	4½ by 10
Size of drivers	30"	30"
Size of forward wheels..	none	22"
Height of dummy from rail to top of smoke stack	10'4"	10'4"
Capacity of water tank	72 gals.	70 gals.

⑦

CLAIBORNE: Urquhart and Almonaster (now Franklin Avenue)—no plan available. This barn was built in 1870 by Canal & Claiborne Sts. RR. Co., last used in 1915, with cars going to Poland Barn. The Claiborne (North) cars were serviced here and light repairs performed. Major work was done at Carrollton after 1899. Gauge was 4' 8½".

EIGHTH STREET: Carondelet and 8th Streets—no plan available, only a sketch from Charlton's memory. Established about 1866 by St. Charles St. RR. Co.,

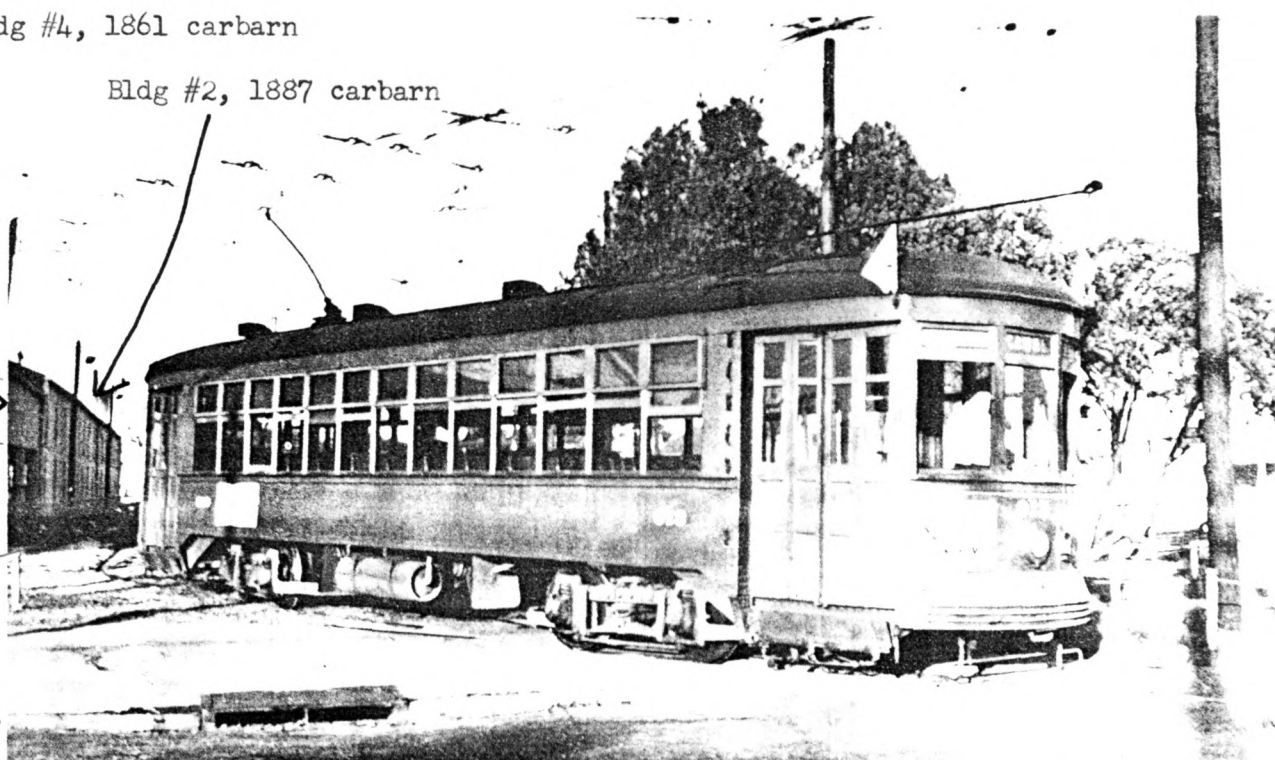
last used about 1908. Marigny took over for all three lines of the St. C. St. RR. Co. at that time. During its last few years, 8th Street housed upper end of Carondelet Line and all the Dryades Line. Gauge was 5' 2½".

ESPLANADE: Esplanade Avenue near Bayou St. John—no plan available. This barn is one of four established by New Orleans City RR. Co. in 1861 (Canal, Esplanade, Magazine, and Poland). Used for passenger cars until about 1902. Coincident with establishment of Belts, cars were sent to Canal Barn and this barn used



Bldg #4, 1861 carbarn

Bldg #2, 1887 carbarn



Heading out of Canal Station storage yard, 1961. Flags for local charity drive.

Courtesy Otto A. Goessl

⑧

Bldg #4, 1861



REAR WALL OF
OFFICE BLDG

Bldg #1, 1887

IRON
SIDING
BEFORE
1927

IRON
SIDING
ADDED
1939

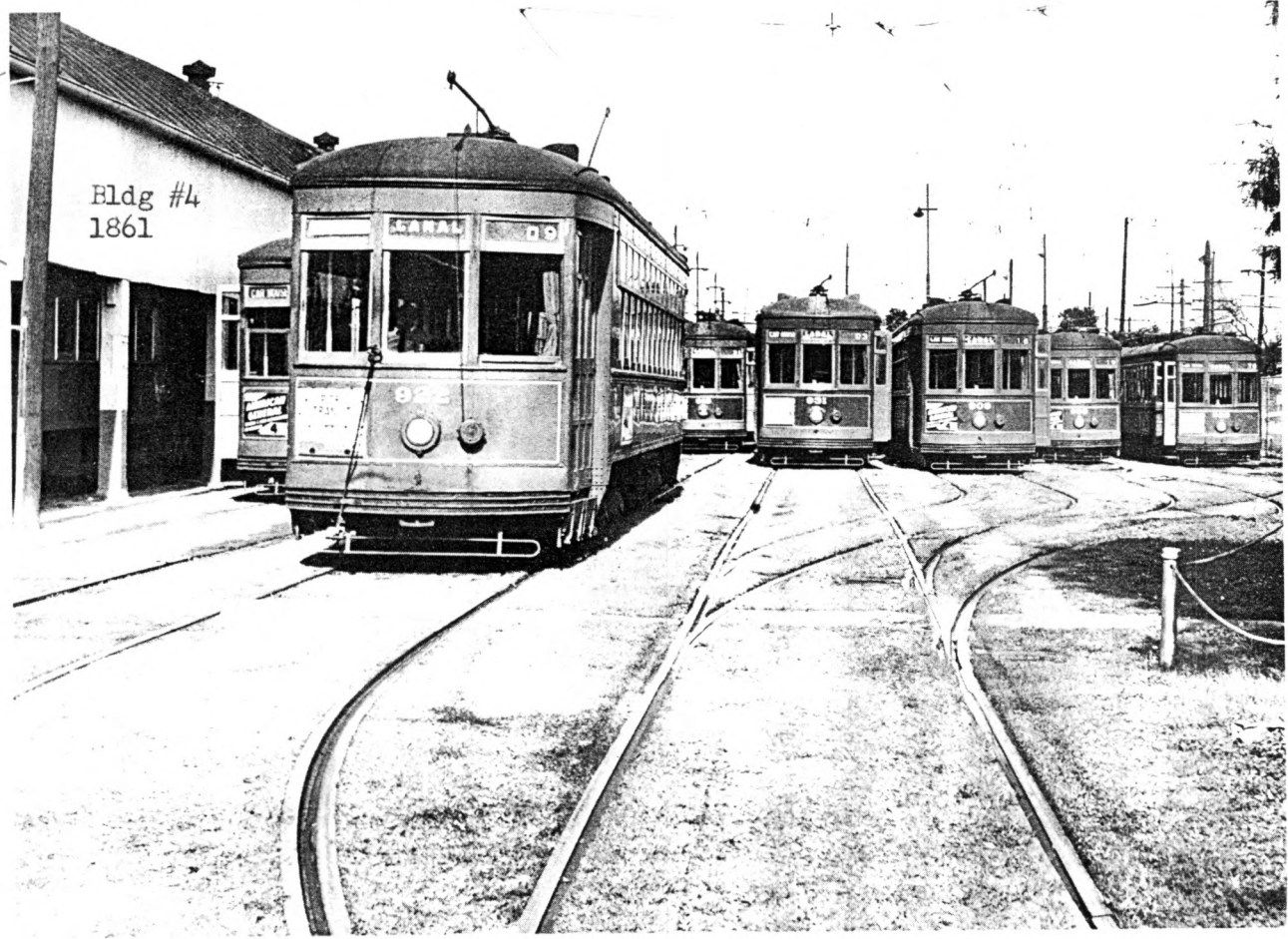


Raised inspection track, Canal Station, about 1949.

Courtesy Otto A. Goessl

IRON
SIDING
PRIOR
TO
1927

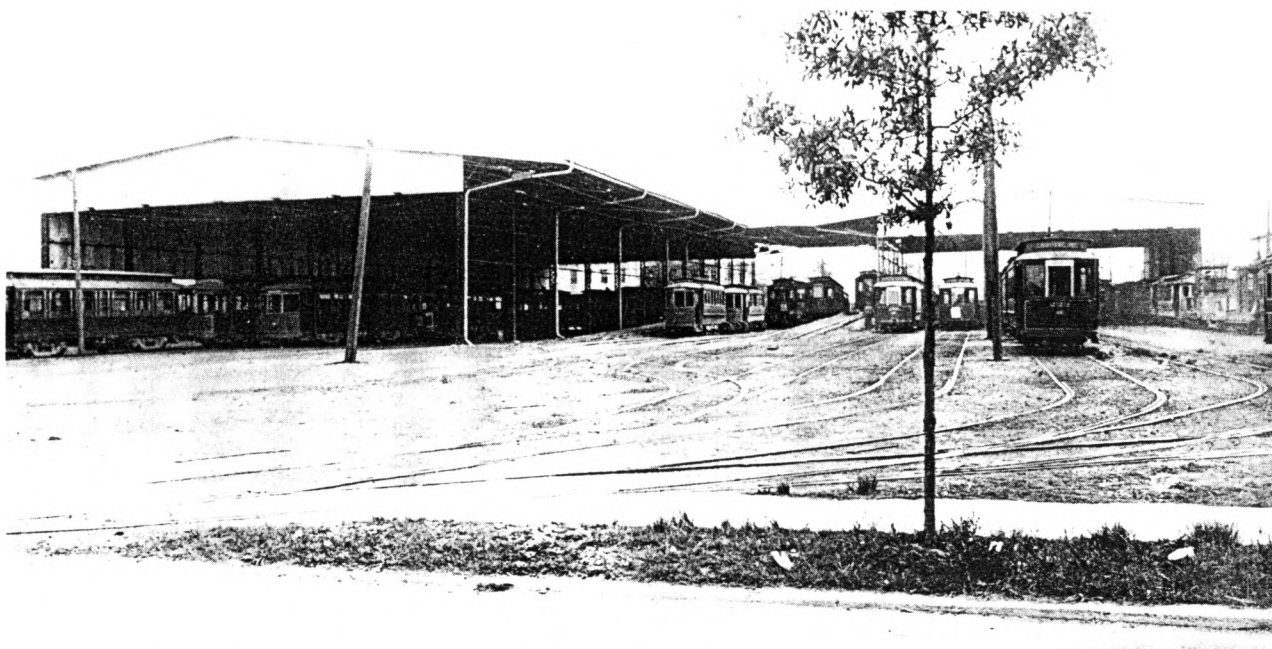
Bldg #4
1861



Canal Station yard, January 1960.

courtesy Wilbur T. Golson

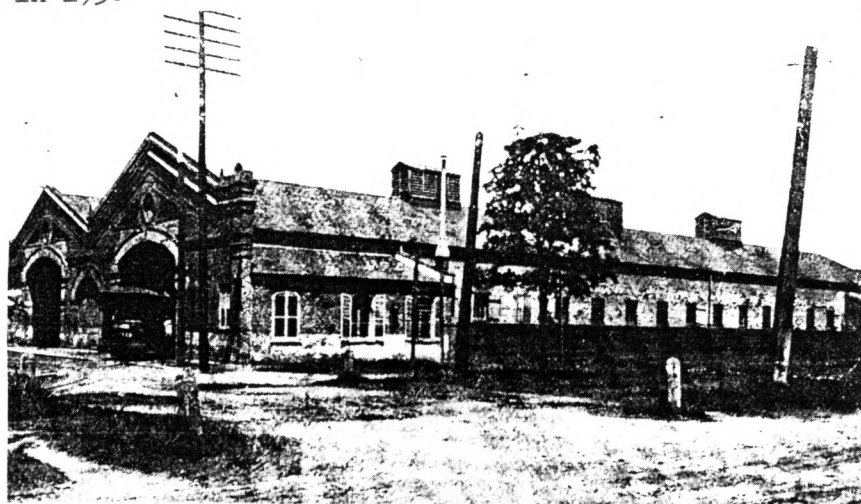
⑨



N.O. Ry. & L. Co. Poland Barn in 1917, reconstructed after 1916 hurricane.

Courtesy N.O.P.S.I.

Actually after hurricane of Sept 29, 1915. This is how Canal would have looked if rebuilt in 1930



Poland barn of N.O.C.R.R.Co. before 1916 Hurricane, circa 1902.

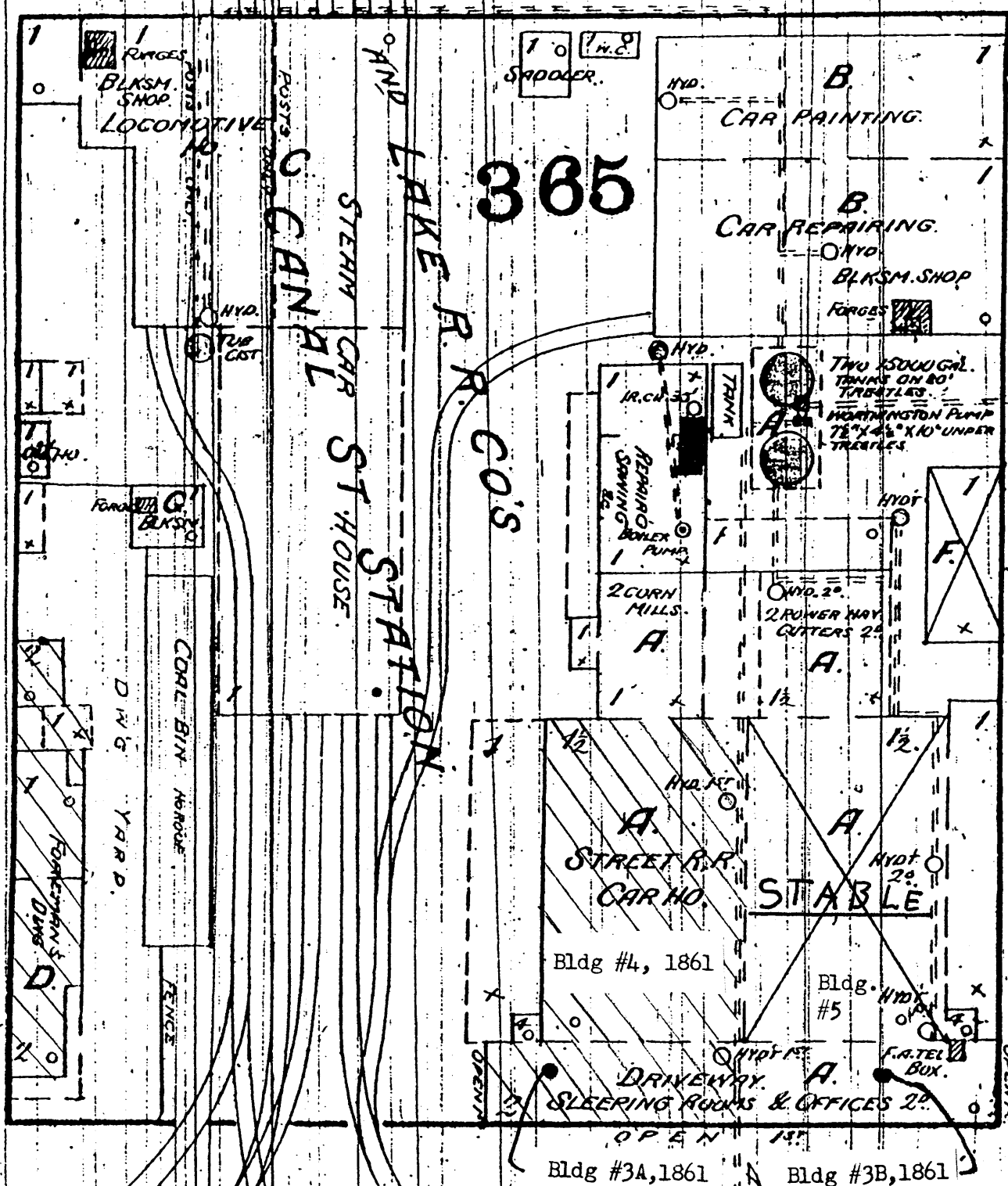
Courtesy N.O.P.S.I.

Built circa 1875

10

CUSTOM-HOUSE. (now IBERVILLE) ST.

Most of the buildings shown here burned Jan. 19, 1887



N. DUPRE

N. WHITE

CANAL

N.O. CITY & LAKE R.R.

ST.

Survived fire of Jan. 19, 1887

11

IBERVILLE ST

NEW ORLEANS CITY AND LAKE R.R.
Car Hoisting Repair Shops

DUPRE ST

WHITE ST.

Car Hoisting Locomotive Ho

1

Bldg #1, 1887

Line runs from Dupre St. to Canal St.

365

Car Ho

4

Bldg #2, 1887

Bldg #4, 1861

Line runs from Dupre St. to Canal St.

JUNCTION
OF BLDGS 2+4

CAR YARD

CANAL ST

Bldg #3A, 1861

3A

6" W. PIPE

N. DUPRE

GRAV.

DH.
Pr.

12" WALLS

OIL HO.

CARRP
SHOP

MACHINE SHOP

BL SM SHOP

CAR SHED

Bldg #1, 1887

HYD 150'
2 1/2" HOSE

Office

STORE
1 HO.

365

NEW ORLEANS RAILWAY & LIGHT CO'S CANAL

ELEC. MOTOR
25 HP

STORE HO.

REPAIR SHED

Bldg #2, 1887

Bldg #4, 1861

2 WIGHT & LOR
LIGHTS, ELECTR
BARRELS & PR

Sanborn Insurance Map 1908

12

IBERVILLE ST.

CAR YARD

NOTE "STATION" GONE + FACADE SIMILAR TO ONE ON BLDG #1 ADDED

CANAL ST.

2917 2519

6" W. PIPE

N. WHITE

Mach. Shop

East Room

CONCRETE 10' 10" HIGH

Car & Dummy Locomotive Ho

IRON PLATE 10' 10" HIGH BOTH SIDES

365

Car Ho

IRON CLAD

SOLE WATER & PUMP USED OVER SIDES

2 HOY T. METERING HO
EACH FIVE FEET AS
LOWEST LEVELS ARE

SANBORN MAP 1896

NOTE "IRON CLAD" ON SIDES + REAR FACADE

NEW ORLEANS CITY AND LAKE R.R.

Car Ho & Repair Shops

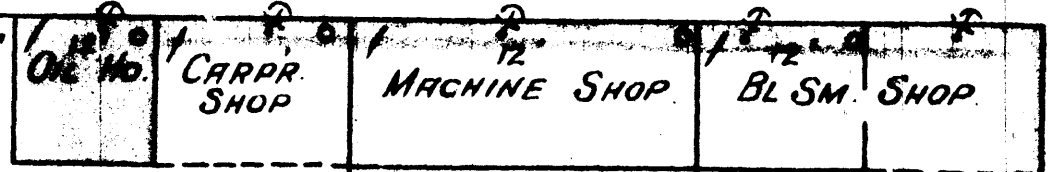
6" W. PIPE

D.H.
PR.

N. DUPRE

D.H.
PR.

12" WALLS



CAR SHED

HYD. 150'
2 1/2" HOSE

HYD.

CANAL ST

Office

STORE
1 HO.

STORE HQ.

365

NEW ORLEANS RAILWAY &

ELEC. MOTOR
25 HP. (16.4)

REPAIR SHED

NOTE SHADING INDICATING "IRON CLAD"
COVERS MOST OF SIDES + REAR FACADE

SANBORN MAP
1908

WHITE ST

IBERVILLE ST

DH.
PR.

DUPRE ST

12" WALLS

12' OIL HO.

CARP. SHOP

12' MACHINE SHOP

12' BL SM SHOP

HYD

CAR OIL HO.

HYD HO 2 1/2 HOSE

HYD.

STORE HO.

Office

STORE HO.

HYD

365

NEW ORLEANS RAILWAY &

ELEC MOTO 25 HP

HYD

REPAIR SHED

NOTE "IR(ON) CL(AD) DOORS"
ON REAR FACADES

SANBORN MAP
1908

6" W. PIPE

N WHITE

IRREVILLE ST
PR

Mach. Shop

East Water

NUMBER 81 14' CL. HAY

Car & Dummy Locomotive Ho

LINE "PULL" HUNG ON POSTS BOTH SIDES

365

Car Ho

IRON CLAD

SOLE WATER & PULL USED BOTH SIDES

2 HOIST WATERMEN - NO
CLARK FINE APPS AS
SHOWN LOUIS ARCS

SANBORN MAP 1896

NOTE "IRON CLAD" ON SIDES + REAR FACADE

FA
SERVICE

CANAL ST

2825

6182

182

8WP

1082

7:

① Aerial Camera

12 WP

N. WHITE

BOUNDARIES OF PROPERTY ARE CANAL, N. DUPRE
IBERVILLE + N. WHITE STS.

SANBORN INSURANCE MAP 1983

LIBERVILLE ST

10' 12" WALL
BUS WASH
10' 12" WALL

366
BUS YARD
CAPAC 170 BUSES

BUS GAS STA

1 (IRON)