

*PHOTOGRAPH*

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: LOUISIANA	
COUNTY: ORLEANS	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 23 1973

**1. NAME**

COMMON:  
THE ST. CHARLES LINE (STREETCAR)

AND/OR HISTORIC:  
THE CARROLLTON LINE (NEW ORLEANS AND CARROLLTON RAILROAD COMPANY)

**2. LOCATION**

STREET AND NUMBER:  
STREET RAILWAY ROUTE *St. Charles Avenue route*

CITY OR TOWN:  
NEW ORLEANS

STATE LOUISIANA	CODE 22	COUNTY: ORLEANS	CODE 071
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**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

**4. OWNER OF PROPERTY**

(A) CITY OF NEW ORLEANS  
(B) NEW ORLEANS PUBLIC SERVICE, INC. (N. O. P. S. I.)

STREET CITY MAP: 1300 PERDIDO ST.  
(B) 317 BARONNE ST.

(A) NEW ORLEANS	STATE: LOUISIANA	CODE
(B) NEW ORLEANS	(B) LOUISIANA	22

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
NEW ORLEANS PUBLIC LIBRARY - ARCHIVES DEPT.

STREET AND NUMBER:  
219 LOYOLA AVENUE

CITY OR TOWN:  
NEW ORLEANS

STATE LOUISIANA	CODE 22
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**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY: HISTORIC AREAS AND STRUCTURES: A REPORT PREPARED AS A PART OF THE COMMUNITY RENEWAL PROGRAM OF NEW ORLEANS BY BERNARD LEMANN

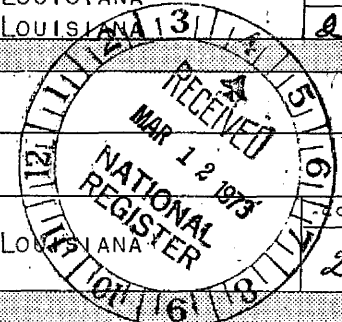
DATE OF SURVEY: FEBRUARY 1967  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:  
NEW ORLEANS CITY PLANNING COMMISSION

STREET AND NUMBER:  
CITY HALL, 1300 PERDIDO STREET

CITY OR TOWN: NEW ORLEANS	STATE: LOUISIANA	CODE 22
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SEE INSTRUCTIONS



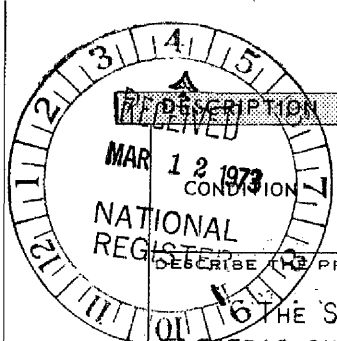
STATE: \_\_\_\_\_

COUNTY: \_\_\_\_\_

ENTRY NUMBER: MAY 23 1973

DATE: \_\_\_\_\_

FOR NPS USE ONLY



DESCRIPTION		(Check One)				
<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed	
(Check One)		(Check One)			(Check One)	
<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	ROUTE SLIGHTLY ALTERED		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

THE ST. CHARLES LINE, ORIGINALLY THE CARROLLTON LINE, IS A CONVENTIONAL ELECTRIC OVERHEAD TROLLEY SYSTEM CONSISTING OF SINGLE CAR UNITS OPERATING ON A 5' 2 1/2" GAUGE TRACK OVER A TOTAL TRACK DISTANCE OF 13.4 MILES. WITH THE EXCEPTION OF ITS SINGLE TRACK LOOP FROM LEE CIRCLE TO CANAL ST. (VIA HOWARD AVE. AND CARONDELET ST.) AND BACK (VIA ST. CHARLES ST.), THE CAR OPERATES ON A DOUBLE TRACK SYSTEM IN THE GRASS COVERED NEUTRAL GROUND OF ST. CHARLES AND CARROLLTON AVENUES WHERE, EXCEPT FOR STREET CROSSINGS AT INTERSECTIONS, THERE IS NO CONTACT OR INTERFERENCE WITH VEHICULAR TRAFFIC.

THE ORIGINAL ROUTE OF THE ST. CHARLES LINE STARTED AT CANAL ST. BUT EXTENDED UP BARONNE ST. TO HOWARD AVE. ( THEN DELORD ST.) AND THENCE TO LEE CIRCLE (THEN TIVOLI PLACE) AND UP ST. CHARLES AVE. (THEN NAYADES ST.) TO CARROLLTON AVE. THERE WAS VIRTUALLY NO CHANGE IN THIS ROUTE UNTIL ELECTRIFICATION OF THE LINE IN 1893 WHEN THE LINE WAS EXTENDED ON CARROLLTON AVE. TO WILLOW ST. AFTER OTHER MINOR CHANGES, THE LINE WAS INCORPORATED INTO THE ST. CHARLES BELT FROM FEBRUARY 19, 1900, TO JANUARY 8, 1951, AFTER WHICH IT REVERTED TO A LINE TYPE OPERATION ON A ROUTE SIMILAR TO THE PRESENT ONE.

WITH THE GROWTH OF THE CITY UP ST. CHARLES AVE., THIS ONCE SPARSELY POPULATED AREA OF FAUBORGS (SUBURBS) AND PLANTATIONS GRADUALLY TOOK ON A COMPLETELY URBAN CHARACTER, BUT THE STREET RAILWAY ON ST. CHARLES AVE. HAS REMAINED A NEUTRAL GROUND OPERATION AND THE APPEARANCE OF THE TRACK AND GRASS COVERED ROADBED HAS RETAINED ITS VISUALLY APPEALING APPEARANCE, WITH LITTLE ALTERATION. WHEN STEAM POWER WAS REPLACED BY ANIMALS AFTER THE CIVIL WAR, A PLANK WALKWAY FOR HORSES (AND MULES) WAS BUILT DOWN THE CENTER OF EACH TRACK AND EXTENDED ALL THE WAY FROM LEE CIRCLE TO CARROLLTON AVE. BY 1890. THE ELECTRIFICATION OF THE LINE IN 1893, BROUGHT AN OVERHEAD WIRE SYSTEM TO THE ROUTE, AND TRACK WIDENING TO THE PRESENT 5' 2 1/2" GAUGE FROM THE ORIGINAL 4' 8 1/2" GAUGE WAS ACCOMPLISHED IN 1925.

THE ROADBED IS CONSTRUCTED COMPLETELY UNDERGROUND SO THAT THE TOPS OF THE RAILS ARE INSTALLED FLUSH WITH GRADE LEVEL. IN THE NEUTRAL GROUND, A "T" RAIL IS USED WHILE A GIRDER RAIL (WHICH PERMITS A SMOOTHER CROSS-OVER BY RUBBER TIRE VEHICLES) IS GENERALLY USED IN THE STREET WHERE THE ROADBED IS COVERED WITH THE STREET PAVING MATERIAL.

THE CARS PRESENTLY IN USE ARE THE STEEL "ARCH ROOF" TYPE DESIGNED BY MR. PERLEY A. THOMAS AND BUILT BY THE BRILL AND PERLEY THOMAS CAR COMPANIES IN 1922-1924. THESE DOUBLE TRUCK CARS ARE 47' 8" IN OVERALL LENGTH, 8' 4" IN WIDTH, AND 11' 4 1/4" IN HEIGHT. THE EXTERIORS RETAIN THEIR TRADITIONAL (SINCE 1899) COLORS OF OLIVE GREEN WITH CREAM TRIM AND IRON RED WINDOW AND DOOR FRAMES. INTERIORS ARE FITTED WITH 52 WOODEN SEATS. THE CARS CAN BE OPERATED IN EITHER DIRECTION WITH CONTROLS IN THE VESTIBULE AT EACH END OF THE CAR. THESE CARS WERE COMPLETELY REFURBISHED BY NOPSI IN THE 1960'S AND ARE PRESENTLY IN GOOD CONDITION. CAR # 29 IS THE ONE REMAINING SERVICE CAR. IT IS A CONVERTED FORD, BACON & DAVIS SINGLE TRUCK CAR PAINTED OLIVE GREEN AND IS NOW A RAIL GRINDER.

FROM 1835-1867, THE NEW ORLEANS AND CARROLLTON RAILROAD COMPANY (N.O. & C. RR. Co.) OPERATED STEAM POWERED PASSENGER TRAINS ON THE ST. CHARLES LINE BETWEEN CANAL ST. AND CARROLLTON, THOUGH THE DOWNTOWN TERMINUS OF STEAM POWERED SERVICE GRADUALLY MOVED UP FROM CANAL ST. TO LEE CIRCLE. THE FIRST LOCOMOTIVES, THE "NEW ORLEANS" AND THE "CARROLLTON", BUILT IN ENGLAND BY B. BOOTH & Co., PULLED UNSOPHISTICATED "THREE BODIED" TYPE OPEN CARS BUILT BY M. P. GREEN OF HOBOKEN, NEW JERSEY. BETWEEN 1874 AND 1889, THIS TYPE OF CAR WAS AGAIN USED WITH STEAM "DUMMIES" AND THE LAMM THERMO-SPECIFIC LOCOMOTIVES.

SEE INSTRUCTIONS

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7A. DESCRIPTION

(Continuation Sheet)

(Number all entries)

(LATER CONVERTED TO REGULAR STEAM POWER), ON THE RUN BETWEEN NAPOLEON AVE. AND CARROLLTON AVE. UNTIL ELECTRIFICATION IN 1893, ALL OTHER SERVICE ON THE LINE WAS PROVIDED BY HORSES (AND MULES) GENERALLY PULLING THE SMALL, CLOSED "BOB-TAIL" TYPE CAR. THIS CAR HAD A FRONT (DRIVER) PLATFORM ONLY AND REAR DOOR AND STAIRS FOR PASSENGERS AND WAS OFTEN ORNAMENTED WITH WHIMSICAL PAINTED DECORATIONS. A FEW DOUBLE-DECK MULE CARS WERE USED AFTER 1840 ON THE BARONNE ST. RUN AND THE JACKSON BRANCH OF THE LINE.

THE FIRST ELECTRIC CARS USED WERE ST. LOUIS CAR CO. 7 WINDOW MODELS WITH OPEN PLATFORMS. ONE OF THESE BECAME THE N. O. & C. RR. CO. PRESIDENT'S CAR, THE "ATALANTA" (GONE BY 1918), WHICH SPORTED FRINGED SWAGS AND JABOTS AT THE WINDOWS, VICTORIAN LOVESEATS, AND ELECTRIFIED CHANDELIERS.

ALL CARS WERE USED IN A SINGLE UNIT OPERATION AFTER THE DISCONTINUANCE OF STEAM POWER, EXCEPT DURING A PERIOD OF SEVERAL YEARS AFTER 1912, WHEN SOME WERE CONVERTED TO TRAILERS FOR USE ON THE ST. CHARLES BELT.

THE FORD, BACON & DAVIS 7 WINDOW, OPEN PLATFORM CARS ORDERED IN THE EARLY 1900'S WERE AMONG THE LAST SINGLE TRUCK CARS. AFTER 1915, ALL CARS BOUGHT FOR THE LINE WERE STEEL ARCH ROOF, DOUBLE TRUCK CARS BUILT BY SOUTHERN CAR CO. (LATER PERLEY THOMAS) OF HIGH POINT, NORTH CAROLINA, AND PAINTED THE OLIVE GREEN OF THE ST. CHARLES LINE.



**SIGNIFICANCE**

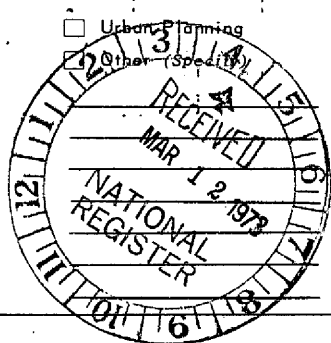
PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) STARTED: SEPT. 26, 1835

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation
<input type="checkbox"/> Communications	<input type="checkbox"/> Music	
<input type="checkbox"/> Conservation		



SEE INSTRUCTIONS

STATEMENT OF SIGNIFICANCE

IN FEBRUARY, 1833, THE NEW ORLEANS AND CARROLLTON RAILROAD COMPANY (N. O. & C. RR. Co.) WAS GRANTED A CHARTER BY THE CITY OF NEW ORLEANS TO BUILD AND OPERATE A STREET RAILWAY LINE FROM CANAL ST. IN THE BUSINESS DISTRICT OF NEW ORLEANS VIA ST. CHARLES AVE. TO THE SUBURB OF CARROLLTON, A DISTANCE OF APPROXIMATELY FIVE MILES. THIS WAS KNOWN AS THE CARROLLTON LINE. THE LINE HAD TWO BRANCHES, THE JACKSON AND THE MAGAZINE. THE FIRST STREET RAILWAY OPERATION IN NEW ORLEANS WAS ACTUALLY ON THE MAGAZINE BRANCH OF THE LINE WHICH OPENED IN JANUARY, 1835, WITH MULE CARS BORROWED FROM THE PONTCHARTRAIN RAILROAD, PRECEDING THE THROUGH OPERATION OF THE LINE BY NINE MONTHS.

AMONG THE INCORPORATORS OF THE N. O. & C. RR. Co. WERE LAURENT MILLAUDON AND JOHN SLIDELL, CARROLLTON REAL ESTATE DEVELOPERS WHO REALIZED THAT THE SUCCESS OF THEIR LAND VENTURE RESTED ON THE AVAILABILITY OF DEPENDABLE MASS TRANSIT FOR PROSPECTIVE RESIDENTS. THE NEW ACCESSIBILITY OF THE ATTRACTIVE SUBURB AND THE BUILDING OF THE CARROLLTON HOTEL IN 1836, (WHICH SOON BECAME A FASHIONABLE GATHERING SPOT FOR NEW ORLEANIANS), HELPED TO PROMOTE THE GROWTH OF THE LINE.

THE NEWSPAPER, THE NEW ORLEANS BEE, OF SEPTEMBER 28, 1835, DESCRIBED THE 25<sup>th</sup> RIDE:

" THE ROUTE PASSES THROUGH A LEVEL AND BEAUTIFUL COUNTRY; VERY HIGH, (ED.: ABOUT SIX FEET ABOVE CANAL ST.), DRY AND ARABLE LAND; AND AFFORDING ONE OF THE MOST PLEASANT DRIVES IN THE SOUTHERN STATES. IT PASSES THROUGH THE LIMITS OF AN ANCIENT FOREST OF LIVE OAKS; PECULIARLY INTERESTING AS BEING ONE OF THE VERY FEW OF ITS KIND NOW REMAINING IN THE SOUTH."

THE STREET RAILWAY LINE PLAYED A MAJOR ROLE IN THE GROWTH OF NEW ORLEANS UP ST. CHARLES AVE. THE CITY GRADUALLY ABSORBED THE VARIOUS SUBURBS LYING BETWEEN IT AND THE UPPER PROTECTION LEVEE, INCLUDING THE CITY OF CARROLLTON IN 1874. THE LINE SERVED AS A MAIN TRUNK LINE OFFERING A DIRECT ROUTE TO THE VERY CENTER OF THE BUSINESS DISTRICT WHERE CONNECTIONS COULD BE MADE TO EVERY PART OF THE CITY. THE LINE HAS REMAINED AN INTEGRAL PART OF THE CITY'S TRANSPORTATION SYSTEM.

IN 1866, GENERAL P. G. T. BEAUREGARD, C. S. A., AND ASSOCIATES LEASED THE N. O. & C. RR. Co. AND BEAUREGARD SERVED AS AN INNOVATIVE PRESIDENT FOR ALMOST TEN YEARS. THE CONSTANT IMPROVEMENTS AND INCREASED EFFICIENCY UNDER HIS MANAGEMENT WERE REFLECTED IN THE VALUE OF THE COMPANY'S STOCK WHICH ROSE FROM \$ 7.50 PER SHARE IN 1865 TO \$ 110.00 PER SHARE BY THE EARLY 1870's.

BEAUREGARD'S KEEN INTEREST IN AND EXPERIMENTS WITH VARIOUS FORMS OF LOCOMOTIVE POWER REFLECTED HIS ENGINEERING BACKGROUND. THESE INCLUDED BEAUREGARD'S OVERHEAD CABLE EXPERIMENT IN 1870, DR. EMILE LAMM'S AMMONIA

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

ALLISON, JAMES E. & Co.; "REPORT ON THE STREET RAILWAY SERVICE OF THE CITY OF NEW ORLEANS." NEW ORLEANS, LA. PRINTING Co., 1917.  
 CHARLTON, E.; STREET RAILWAYS OF NEW ORLEANS. LOS ANGELES, CALIF., INTER-URBANS SPECIAL No. 17, 1955.  
 HENNICK, LOUIS C., AND CHARLTON, E.; LOUISIANA, ITS STREET AND INTERURBAN RAILWAYS. VOL. 11, SHREVEPORT, LA., 1962.  
 LEDET, WILTON P.; "HISTORY OF THE CITY OF CARROLLTON." THE LOUISIANA HISTORICAL QUARTERLY, VOL. 21, JAN. - OCT. 1938, PP. 220-281.

NW 15/776 480  
 3317 #20 CD  
 NE 15/782 940/3317600  
 SE 15/783 030/3313970  
 SW 15/776 590/3313770

**10 GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES							
CORNER	LATITUDE				LONGITUDE			LATITUDE			LONGITUDE	
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	29°	57'	30"	90°	8'	6"						
NE	29°	57'	30"	90°	4'	5"						
SE	29°	55'	31"	90°	4'	5"						
SW	29°	55'	31"	90°	8'	6"						

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 15

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

**11 FORM PREPARED BY**

NAME AND TITLE:  
 LOUISIANA D. AND JACK SCHEINUK, FOR

ORGANIZATION: NEW ORLEANS CHAPTER, LOUISIANA LANDMARKS SOCIETY      DATE: JANUARY 27, 1973

STREET AND NUMBER:  
 MOSS STREET

CITY OR TOWN: NEW ORLEANS      STATE: LOUISIANA      CODE: 22

**12 STATE LIAISON OFFICER CERTIFICATION      NATIONAL REGISTER VERIFICATION**

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service... The recommended level of significance of this nomination is:

National     State     Local

Name: Joseph H. Brown  
 Title: Director, Department of Art, Historical and Cultural Preservation  
 Date: March 9, 1973

I hereby certify that this property is included in the National Register.

Robert M. Utley  
 Chief, Office of Archeology and Historic Preservation

Date: 5/23/73

ATTEST:  
Marshall Ford  
 Keeper of The National Register  
 Date: 5/18/73

SEE INSTRUCTIONS

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INVENTORY - NOMINATION FORM**

STATE	
LOUISIANA	
COUNTY	
ORLEANS	
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8A. SIGNIFICANCE (Continuation Sheet)

(Number all entries)

GAS ENGINE, (PATENTED JULY 19, 1870), AND LAMM'S THERMO-SPECIFIC ENGINE, (PATENTED JULY 19, 1870). THE THERMO-SPECIFIC ENGINE, A FIRELESS STEAM ENGINE USING PUMPED IN, SUPERHEATED WATER, WAS THE ONLY ONE WHICH PROVED PRACTICAL. TEN WERE BOUGHT AND ACTUALLY USED ON THE LINE BUT LATER CONVERTED TO STANDARD STEAM LOCOMOTIVES.

THE ST. CHARLES LINE BECAME THE FIRST ELECTRIFIED STREET RAILWAY LINE IN NEW ORLEANS ON FEBRUARY 1, 1893.

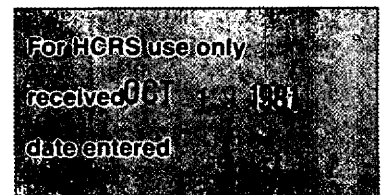
IN 1899, THE N. O. & C. RR. Co. MERGED WITH THE CANAL AND CLAIBORNE RAILROAD Co., RETAINING THE N. O. & C. RR. Co. NAME. THE FIRST CITY-WIDE CONSOLIDATION OF COMPANIES OCCURRED UNDER THE NEW ORLEANS RAILWAYS COMPANY IN 1902. THIS COMPANY WENT INTO RECEIVERSHIP IN 1905 AND WAS REORGANIZED AS THE NEW ORLEANS RAILWAY AND LIGHT COMPANY WHICH ALSO WENT INTO RECEIVERSHIP IN 1922. THE N. O. & C. RR. Co. LOST ITS CORPORATE IDENTITY IN SEPTEMBER OF 1922 WHEN OPERATIONS WERE ABSORBED BY A COMPLETELY NEW COMPANY, NEW ORLEANS PUBLIC SERVICE INC., WHICH WAS GRANTED AN INDETERMINANT PERMIT FOR THE OPERATION OF THE STREET RAILWAY SYSTEM IN THE CITY OF NEW ORLEANS BY THE NEW ORLEANS CITY COUNCIL.

THE ST. CHARLES LINE IS THE OLDEST, CONTINUOUSLY OPERATED STREET RAILWAY LINE IN THE WORLD TODAY. SINCE 1835, STREET RAILWAY CARS HAVE ROUNDED LEE CIRCLE AND HEADED UP ST. CHARLES AVE. TO CARROLLTON. IT IS ONE OF THE LAST SURVIVING EXAMPLES OF AN ERA IN WHICH STREET RAILWAYS WERE ONE OF THE MAJOR FORMS OF PUBLIC TRANSIT CONTRIBUTING GREATLY TO THE DEVELOPMENT OF URBAN AMERICA.



**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet St. Charles Streetcar Line Item number 10

Page 2

10. Verbal Boundary Description (Continued)

The boundaries of the St. Charles Streetcar Line nomination are shown on the attached city map. In the areas shown in yellow, the boundaries follow the curb lines of the median strip. In the areas shown in green, the boundaries follow the curb lines of the street.

The following streets have median strips on which the streetcar line runs. Here the boundaries are as follows:

Carrollton St. between Claiborne and St. Charles  
St. Charles Street between Carrollton and Lee Circle  
Canal St. between Carondelet and St. Charles

The following streets do not have median strips. Here the streetcar runs in the middle of the street:

Lee Circle  
Howard St. from Lee Circle to Carondelet  
Carondelet from Howard to Canal St.  
St. Charles from Canal St. to Lee Circle

This boundary description leaves 3 small gaps:

1. at the intersection of St. Charles and Carrollton
2. at the intersection of Carondelet and Canal
3. at the intersection of St. Charles and Canal

In these places the boundaries parallel the tracks at a distance of 10 feet on either side.

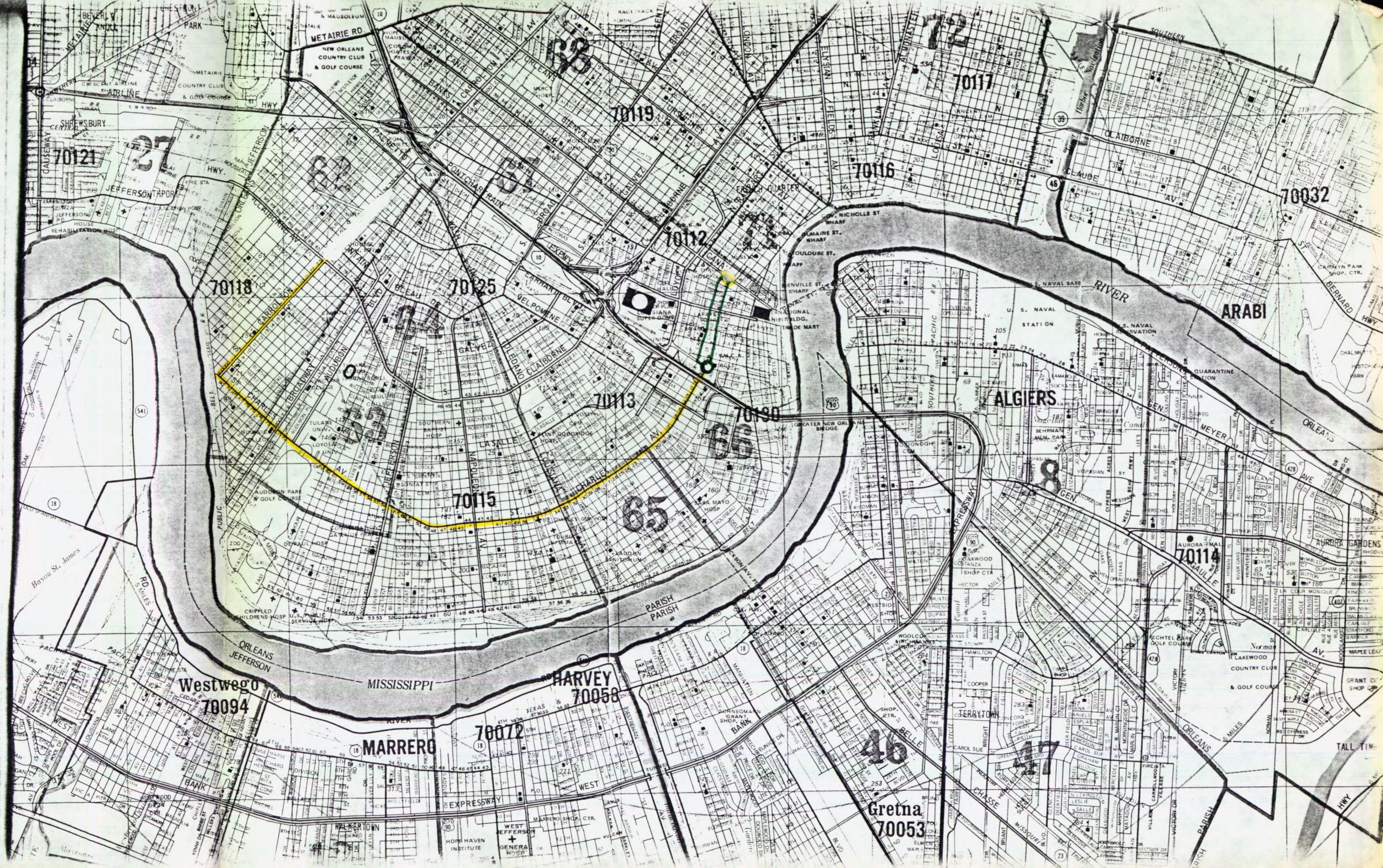
Justification:

Boundaries were drawn to encompass the streetcar tracks and their immediate environs with as little of the road as reasonably possible.

The correct UTMs are as follows:

A	zone 15 eastings 782-940 northing 3317-580	B	zone 15 eastings 783-050 northing 3313-950
C	zone 15 eastings 776-580 northing 3313-770	D	zone 15 eastings 776-476 northing 3317-430





70121

27

70118

70125

70113

70115

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70119

70112

70130

70116

72

70117

70032

ALGIERS

ARABI

70114

Westwego 70094

MARRERO

HARVEY 70058

70079

Gretna 70053

46

47

ORLEANS

MISSISSIPPI

PARISH

ALGIERS

ARABI

TALL TIM

Westwego 70094

MARRERO

HARVEY 70058

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Gretna 70053

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