

DOWNLOAD PDF THE ST. CHARLES STREET CAR OR THE HISTORY OF THE NEW ORLEANS CARROLLTON RAIL ROAD

Chapter 1 : New Orleans and Carrollton Railroad - Wikipedia

The St. Charles Streetcar line is a historic streetcar line in New Orleans, Louisiana. It is the oldest continuously operating streetcar line in the world, as it has been in operation since 1825. It is the oldest continuously operating streetcar line in the world, as it has been in operation since 1825.

Watch a fun video about the St. Charles Streetcar Getting around New Orleans by streetcar is a great way to see the city. There are three different lines: Charles, Canal Street, and the Riverfront, each of which originates downtown but takes you different parts of the city. You can also download the RTA gomobile app and pay your fare instantly from your phone! Please note that passes are non-refundable and non-replaceable. Fares listed above and routes and schedules listed below are subject to change – check directly with the RTA directly for the latest information. The mahogany seats, brass fittings and exposed ceiling light bulbs are from a day when plastic seats and aluminum rails were not even a thought. Charles Avenue and Carrollton Avenue for more than years, the streetcar symbolizes the charm and romance of the City of New Orleans. The route traditionally forms a Charles Avenue through a tunnel Live Oaks, the streetcar passes dozens of antebellum mansions, historic monuments, Loyola and Tulane universities, the sweeping grounds of the Audubon Zoological Gardens , shopping centers, fine restaurants and hotels. The line ends at City Park Avenue and the historic city cemeteries. The Riverfront Line Hop aboard! From the quaint shops of the French Market to the new Aquarium of the Americas and beyond, shopping, dining and sightseeing are just a streetcar ride away. Inaugurated August 14, 2012, as the Riverfront Streetcar line, it is the first to open in New Orleans since 1964, when more than miles of street railway crisscrossed the city. Long a dream of developers, business people and streetcar enthusiasts, the Riverfront Streetcar line is the first major capital project in New Orleans that combines the resources of the public and private sectors. Plans for the development of a riverfront line began in 2008 with a joint application by the Regional Transit Authority, the Riverfront Transit Coalition Group, Inc. The streetcars running along the Loyola loop are of more modern vintage than those running along the St. Charles Avenue route and they have more conveniences than the earlier Perley Thomas models. They are fully air-conditioned with wider doors that allow for handicap access. Charles Avenue and the Mississippi Riverfront. Claude line, which connects the ever-growing St. Claude Streetcar is fully air conditioned and wheelchair accessible. With access to major hubs like Canal Street and Loyola Avenue, this streetcar line creates convenient access to areas downriver that locals and visitors alike visit for art studios, restaurants, bars, and more. History of the Streetcar In New Orleans, we call our vintage electric rail vehicles streetcars – never trolleys. No one knows exactly why or when New Orleanians made the distinction; in most places the terms are used interchangeably. The most likely reason for the distinction is the pride that New Orleanians take in being the first city west of the Allegheny Mountains to implement passenger rail service. Six vintage streetcars operate along the popular Riverfront line. Three were built by the Perley A. Thomas Company in 1912. The third was found and purchased by the Regional Transit Authority in 2012. They were originally constructed in 1912 and were operated by the Melbourne and Metropolitan Tramways Board in Melbourne, Victoria, Australia. In 2012, an additional Melbourne streetcar was purchased. Because of their wide center doors that open at floor level, W-2 cars were easily adapted for handicapped use.

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Chapter 2 : St. Charles Avenue - Wikipedia

The St. Charles Streetcar started operating in as the New Orleans and Carrollton Railroad. It was the second railroad in New Orleans, after the now defunct Pontchartrain Railroad. At the time the trains were powered by steam engines.

Charles Avenue The Gist: Charles Avenue has become one of the most iconic avenues in New Orleans, yet it was nothing more than a swampy frontier in Charles Hotel built two blocks from Canal Street in Designed by famous architect James Gallier, it was one of the first great American hotels in the country. It was rebuilt without its iconic dome, yet would burn down again in It seems that St. Charles Avenue was always bustling with activity and prosperity even since its conception. Drinking was big then as it is today. Chase says that a library owner installed a bar among the bookshelves so that his library could survive. And, it most certainly did after that. A railroad connected New Orleans and the town of Carrollton the former Jefferson Parish seat and now the Riverbend area of Uptown New Orleans , prompting growth along the route. This is how St. Charles Avenue grew across what was once a row of plantations. This railway is still in use today as the St. Tulane University is adjacent to the church, and the beautiful Audubon Park is across the street. Just as it was the major avenue for the American sector of the Faubourg Ste. Marie now the CBD , it remains the primary Uptown route with homes, restaurants and bars, shops, universities, parks, and businesses. On this street, one can really see the diversity of New Orleans. You will see lawyers and businessmen wearing suits alongside service industry workers in chef shirts or serving aprons. People of all races, economic classes, and backgrounds can be seen along St. Charles Avenue at Lee Circle. Named after Confederate General Robert E. Lee, Lee Circle remains a popular destination to catch parades. Notice the row of port-o-lets at the bottom of the picture. From Canal Street to Calliope Street near the Pontchartrain Expressway Overpass , the avenue is full of law firms, skyscrapers, hotels, banks, fine restaurants, and town parks like Lafayette Square. It then curves all the way to the river, intersecting with Carrollton Avenue in the Riverbend section of Uptown. It passes Tulane and Loyola universities, Audubon Park, and countless bars and restaurants. Charles streetcar line is still a major mode of transportation for locals and tourists alike. On a nice Spring afternoon, the streetcars will be at capacity with riders enjoying the views of century-old live oaks and elegant homes some Antebellum. Charles route has become an iconic symbol of New Orleans. Children commonly have birthday parties aboard them. Since carnival season is in full swing, it is also good to mention that St. Charles Avenue has become a standard route for most Mardi Gras parades due to its wide neutral ground or median that can accommodate large crowds. Though several krewes parade down St. On Thursday night, Muses a krewe exclusive to women rolls. During carnival season, beads get caught in tree branches and power lines and decorate the avenue until the next carnival. Clockwise from top left: Mardi Gras beads hanging year round in trees along parade routes; the Bigshot float in the Zulu Parade; seated ladders are a common site along St. Credit for Boeuf Gras and Zulu pictures: Chris Graythen, Getty Images. Zulu is a historic African-American parade that runs on the early morning of Fat Tuesday. This krewe was not allowed to parade publicly until Run by the Social Aid and Pleasure Club, Zulu has both white and black riders that dress in grass skirts and have black face. This event is most likely the only occasion in America if not the world when white and black people wear blackface together and it be not only tolerated, but celebrated. The Krewe of Rex is also a historic parade that first took to the streets in Historically, many European typically French cultures used to parade cattle down the streets and into the slaughterhouse for one last feast before fasting for Lent. In fact, Rex paraded live cattle in the parade for many years as well. In fact, back then they called it Boeuf Gras, not even Mardi Gras. If you took a 14th-century Frenchmen and parachuted him into New Orleans during Mardi Gras, he would be baffled as to what was happening, until he saw the Boeuf Gras float. Then, he would know exactly what was being celebrated. Charles Avenue can appear as a time capsule with the streetcars, century-old mansions, and oak trees; however, new developments are always transforming the grand street. These are a few of my favorite things, it just so happens. As far the future of St. Frenchmen, Desire, and Good

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Children.

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Chapter 3 : St. Charles Streetcar Line | Revolv

2. The St. Charles street car: or the History of the ts New Orleans and Carrollton Rail Road: 2.

French Market The coming of electrification[edit] A number of experiments were tried out over the next few decades in an attempt to find a better method than horses or mules for propulsion of streetcars. These included an overhead cable car system an underground cable, such as was eventually developed in San Francisco, was impossible because of the high water table under New Orleans ; a walking beam system; pneumatic propulsion; an ammonia locomotive; a "Thermo-specific" system using super-heated water; and the Lamm Fireless engine. That line gradually gave up steam locomotives because of the objections of residents along the line to the smoke, soot, and noise. The area between the town of Carrollton and the City of New Orleans was sparsely populated with large swaths of agricultural land when the line was laid out in the s; by the latter 19th century it was almost completely urbanized. Carrollton was annexed to New Orleans in Due to this increased urbanization, horsecars were used on the entire line. Electric powered streetcars made their first appearance in New Orleans on the Carrollton line on February 1, The line was also extended out Carrollton Avenue and renamed St. Over the next few years, almost all the streetcar lines of all six companies were electrified, including the West End steam line; the few lines that remained animal powered, such as the Girod and Poydras, were discontinued. Then in , New Orleans Railways Co. At first, each of the street railway companies had its own agreement with its operating personnel. New Orleans Railways tried to maintain those separate agreements, but labor representatives insisted on one agreement for the entire company. They also demanded an increase in pay and recognition of their union, Division of the Amalgamated Association of Street and Electric Railway Employees of America. The union struck on September 27, After about two weeks of strife, a settlement was reached, and in early , the company signed a contract and recognized the union. At first this was objected to by both white and black riders as an inconvenience, and by the streetcar companies on grounds of both added expense and the difficulties of determining the racial background of some New Orleanians. Consolidation of operations under a single company had the advantage of untangling and rationalizing some streetcar lines. As an extreme example, consider the Coliseum line, which had the nickname Snake Line, because it wandered all over uptown New Orleans. Its early name Canal and Coliseum and Upper Magazine gives an idea of the route. Under consolidation, Coliseum was pretty much limited to service on its namesake street, with trackage on upper Magazine Street turned over to the Magazine line, as one might expect. Other efficiencies were instituted, such as reducing the number of streetcar lines operating over long stretches of Canal Street. This one was settled around the end of July with a new contract. There was much rioting and animosity. Several streetcars were burned, and several people were killed. Service was gradually restored, with the strike ending in October. Several streetcar lines were converted to bus over the next 15 years. Claiborne and Napoleon lines, which were converted to motor bus in ; the Canal, which was converted in ; and the St. Charles, which has continued in operation, and now has historic landmark status. Until then, signs separating the races were carried on the backs of the seats in streetcars and buses. These signs could be moved forward or back in the vehicle as passenger loads changed during the operating day. Under court order, the signs were simply removed, and passengers were allowed to sit wherever they pleased. In , the Amalgamated won a representation election and formed Local Division in New Orleans.

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Chapter 4 : Streetcar New Orleans | N.O. Street Smarts

The New Orleans & Carrollton Rail Road, which still runs this day along St. Charles Avenue, was an import an part of the urban development on New Orleans, bringing commuters from the first suburb of new orleans to the city.

Charles Streetcar line is a historic streetcar line in New Orleans , Louisiana. It is the oldest continuously operating streetcar line in the world, as it has been in operation since Charles Streetcar line is internally designated as Route 12, and it runs along its namesake street, St. It is the busiest route in the RTA system as it is heavily used by local commuters and tourists. On most RTA maps and publications, it is denoted in green, which is also the color of the streetcars on this line. Charles where the line runs in the curbside lane, most of the line runs in the neutral ground the median strip with greenery between the tracks. Service began as a suburban railroad, since Carrollton was at that time a separate city, while areas along the route were still mostly undeveloped. Experimental systems included overhead cable propulsion with a cable clamp patented by P. Beauregard in later being adapted for the San Francisco cable car system , and several innovative designs by Dr. Emile Lamm , including ammonia engines , a "Chloride of Calcium Engine", and most successfully Lamm Fireless Engine which not only propelled pairs of cars along the line in the s but was adopted by the street railways of Paris. Charles Avenue line, s. In , the St. Charles and Tulane streetcar lines were extended on Carrollton Avenue and connected together, resulting in a two-way belt line. Charles Avenue, thence all the way to Carrollton and out that avenue, returning to the central business district on Tulane Avenue. The right of way was to be used for the Pontchartrain Expressway , and Carrollton Avenue traffic was to use an underpass. Rather than rebuild tracks in the underpass, the Tulane and St. Charles lines were separated, and Tulane Avenue was converted to a trolley coach line. During construction, the St. Charles line continued to operate in both directions all the way on Carrollton Avenue from St. Charles Avenue to the underpass construction site at Dixon Street. Once the underpass was completed, the St. Charles streetcar line was cut back to Claiborne Avenue, as it operates at present, and the Tulane trolley coach line took over the part of Carrollton Avenue between Tulane Avenue and Claiborne. In automatic fareboxes were introduced, and the job of a separate conductor was eliminated from the streetcars. Although it is not used for passenger service, it stays busy with work operations such as track sanding. Charles line on the National Register of Historic Places. For this reason, it is the only service in the RTA system not to have wheelchair access. Following a lawsuit, the RTA entered into a consent decree in , agreeing to make six stops each end, as well as Napoleon, Louisiana, Jackson, and an as-yet undetermined stop near Riverbend ADA compliant. At least one wheelchair lift-equipped car will be added to the line, but the historic Perley Thomas streetcars will not be modified. It assumed the operations of city bus lines and the St. In , service along the route was suspended due to damage from Hurricane Katrina and the floods from levee breaches. The small section from Canal Street to Lee Circle was the first part restored. The restoration of the line on the remaining section along Carrollton Avenue to Claiborne Avenue took place on June 22, This recognizes it as a place that possesses "exceptional value and quality in illustrating or interpreting the heritage of the United States," quoting the announcement from the Department of the Interior. There are other moving landmarks, such as ships and trains. Charles Streetcar line operates frequent service 24 hours a day, with frequencies of every eight minutes in the daytime after 9 a.

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Chapter 5 : New Orleans Streetcars | New Orleans Online

Maps depict the evolving routes of the New Orleans & Carrollton Railroad. Illustrations dating back to the early s include an image of Carrollton carhouse, a patent for P.G.T. Beauregard's invention of the cable traction car, and a sketch of a streetcar Carnival float.

A view of St. From Canal Street, St. Charles runs up through the New Orleans Central Business District , then the length of Uptown New Orleans , reflecting the crescent curve of the Mississippi River but at a distance inland. Charles Avenue is properly called St. Charles Street and is one way in the upriver direction with two lanes of traffic, with the streetcar track sharing right-of-way with one lane of motor vehicle traffic. From Lee Circle to Louisiana Avenue it has two lanes of traffic in each direction with two streetcar rail lines on the grassy tree-lined median "neutral ground" in local parlance. From Louisiana Avenue to Carrollton Avenue it has one lane of traffic in each direction plus the streetcar neutral ground. The streetcar line turns inland at Carrollton Avenue to follow the thoroughfare, while the final stretch continues the final short block to River Road. Major intersections, from east to west, include: History[edit] For the first half of the 19th century, the portion of St. The lower portion was and is an important corridor in the Central Business District. Historically-significant buildings include Gallier Hall , which was City Hall until the s. The street was laid out atop a slight rise, the remains of an old natural levee , in connection with the construction of the New Orleans and Carrollton Railroad , which became the St. The long traffic avenue originally used for horse-drawn buggies and wagons, with public rail transit running down the center, helped fuel the development of Uptown in the 19th century. Charles Avenue was the favored site for construction of mansions by the wealthy during the early years of the 20th century. A number of the old mansions were torn down in the mid- and late 20th century, until the area was declared an historic district. Many of the surviving ones have been divided into condominiums or rental apartments; others have been utilized as businesses, small hotels, and a library, while some remain individually-owned residences. In early , an effort by the New Orleans Police Department was made to clean up the Avenue and the blocks north, which were beginning to show signs of seediness. The illegal drug industry was pushed back into Central City. During the flooding of the majority of New Orleans due to levee failures caused by Hurricane Katrina , St. Charles Avenue and the portion of Uptown closer to the Mississippi River escaped significant flooding. Prominent buildings[edit] The Benjamin Mansion on St. Charles Avenue - Built in Notable buildings along St. Charles Avenue include several hotels, perhaps the most famous still in business being the Pontchartrain Hotel , in business since The Columns Hotel is a small hotel in a 19th-century mansion; part of the film Pretty Baby was made here. The other was the St. The former Bienville Hotel on Lee Circle is now an apartment building. The headquarters of the United Fruit Company was on St. Charles Avenue in the Central Business District.

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Chapter 6 : New Orleans - St. Charles Streetcar

The St. Charles Streetcar: Or the History of the New Orleans & Carrollton Rail Road by James Guilbeau Overview - Designated as a National Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers, the St. Charles street railway is the oldest surviving railway in the United States, carrying passengers since

Route[edit] The St. Charles where the line runs in the curbside lane, most of the line runs in the neutral ground the median strip with greenery between the tracks. Service began as a suburban railroad, since Carrollton was at that time a separate city, while areas along the route were still mostly undeveloped. Experimental systems included overhead cable propulsion with a cable clamp patented by P. Beauregard in later being adapted for the San Francisco cable car system , and several innovative designs by Dr. Emile Lamm , including ammonia engines , a "Chloride of Calcium Engine", and most successfully Lamm Fireless Engine which not only propelled pairs of cars along the line in the s but was adopted by the street railways of Paris. Charles Avenue line, s. In , the St. Charles and Tulane streetcar lines were extended on Carrollton Avenue and connected together, resulting in a two-way belt line. Charles Avenue, thence all the way to Carrollton and out that avenue, returning to the central business district on Tulane Avenue. The right of way was to be used for the Pontchartrain Expressway , and Carrollton Avenue traffic was to use an underpass. Rather than rebuild tracks in the underpass, the Tulane and St. Charles lines were separated, and Tulane Avenue was converted to a trolley coach line. During construction, the St. Charles line continued to operate in both directions all the way on Carrollton Avenue from St. Charles Avenue to the underpass construction site at Dixon Street. Once the underpass was completed, the St. Charles streetcar line was cut back to Claiborne Avenue, as it operates at present, and the Tulane trolley coach line took over the part of Carrollton Avenue between Tulane Avenue and Claiborne. In automatic fareboxes were introduced, and the job of a separate conductor was eliminated from the streetcars. Although it is not used for passenger service, it stays busy with work operations such as track sanding. Charles line on the National Register of Historic Places. For this reason, it is the only service in the RTA system not to have wheelchair access. Following a lawsuit, the RTA entered into a consent decree in , agreeing to make six stops each end, as well as Napoleon, Louisiana, Jackson, and an as-yet undetermined stop near Riverbend ADA compliant. At least one wheelchair lift-equipped car will be added to the line, but the historic Perley Thomas streetcars will not be modified. It assumed the operations of city bus lines and the St. In , service along the route was suspended due to damage from Hurricane Katrina and the floods from levee breaches. The small section from Canal Street to Lee Circle was the first part restored. The restoration of the line on the remaining section along Carrollton Avenue to Claiborne Avenue took place on June 22, This recognizes it as a place that possesses "exceptional value and quality in illustrating or interpreting the heritage of the United States," quoting the announcement from the Department of the Interior. There are other moving landmarks, such as ships and trains. Operation[edit] The St. Charles Streetcar line operates frequent service 24 hours a day, with frequencies of every eight minutes in the daytime after 9 a.

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Chapter 7 : St. Charles Streetcar, New Orleans

Add tags for "The St. Charles street car or the history of the New Orleans & Carrollton Rail Road". Be the first.

The most famous is the St. Charles Avenue Streetcar, which leads past St. Charles Streetcar There are currently three streetcar lines in operation in New Orleans: Streetcar and the St. Of these three the St. Charles streetcar, which connects Central Business District with uptown New Orleans, is the only authentic one. It was the second railroad in New Orleans, after the now defunct Pontchartrain Railroad. At the time the trains were powered by steam engines. Due to the excessive amount of noise these engines created, they were replaced by mules in The electrified streetcars as we know them today were introduced in Until the mid-twentieth century the streetcars were very popular and there were more than twenty different lines crisscrossing almost all of New Orleans. After the Second World War most lines were replaced by buses and eventually only the St. Charles Avenue line survived. In , a brand new Riverfront line was created, mainly aimed at tourists. This line runs from the French Market to the Convention Center. And as a result of an increasing interest in streetcars, the Canal Street Line was reinstated in , 40 years after it was discontinued. The cars used on these two lines are replicas of the historic streetcars but they are equipped with modern amenities such as air conditioning. The Transit Authority is even working on adding more more streetcar lines, one along Loyala Avenue and another one will pass via the French Quarter along Rampart Street. The Streetcar The cars that run on the St. Charles Avenue line are registered on the National Register of Historic Places, and thus are preserved without any modifications. They have beautiful finishing, with polished mahogany benches and brass handles. There is also no air conditioning in these cars but blinds protect passengers against the sun and when the car is moving, a pleasant breeze enters through the open windows. The streetcars are powered by electricity thanks to a The streetcar at the Gallier Hall metal pole at the top of the car that conducts power from overhead cables. Sights along the route The St. Lee Circle From end to end a trip takes about forty minutes. For most of its route it travels along St. Charles Avenue, one of the most beautiful streets in New Orleans, lined with majestic live oaks. From inside the streetcar you can see grand mansions passing by. The first point of interest along the route, starting from Canal Street, is Lafayette Square , dominated by the majestic Greek revival Gallier Hall. Lee that stands at its center. The following stretch is of little interest, but after passing Jackson Street, the St. Charles Streetcar passes just north of the Garden District. From here on St. Charles Avenue is lined with magnificent buildings, such as The Columns Hotel at no. Charles Avenue - , the Tara at no. Further along the St. Charles Avenue, the streetcar passes the university campuses of Loyala and Tulane. Opposite the universities is the Audubon Park, home to the excellent Audubon Zoo. The streetcar then proceeds towards Carrollton Avenue and the end of its line at Palmer Park before turning back towards the Central Business District.

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Chapter 8 : New Orleans and Carrollton Railroad | Revolv

*Adapted from the book *The St. Charles Street Car or The New Orleans & Carrollton Railroad*, by J. L. Guilbeau, revised and reprinted *The American Society of Mechanical Engineers East 47th Street New York, N.Y.**

It was built as the New Orleans and Carrollton Railroad, which began service in 1825, making it the oldest almost continuously operating street railway in the world. Service was suspended due to extensive damage from Hurricane Katrina in 2005, and restored in sections during 2006. It was originally operated using steam power, then converted to horse- and mule-power, and finally electrified in 1901. In 1964, the original Canal Street line was converted to buses, leaving the St. Charles as the only surviving streetcar line. The line extends southwestward from Canal Street in downtown New Orleans, using a single-track loop along St. Charles Avenue and Carondelet Street. At Lee Circle, the two tracks meet and run in the median strip neutral ground in New Orleans parlance of St. Charles as it traverses the Garden District in a gradual degree curve to the west and then northwest. At Carrollton Avenue the line turns northeast for a straight-line run to the terminal at Claiborne Avenue. The end-to-end distance is about 6. The distinctive green cars were built by Perley A. About half of the fleet of 73 is currently in operation. From 1901 to 1964, the St. Charles line was through-routed with the Tulane line as a two-way belt line. Charles cars continued on Carrollton past the present terminal at Claiborne to Tulane Avenue, via which they returned downtown. Outbound Tulane cars likewise returned downtown via St. Pictures These pictures are from a visit on 15 May 2006. Charles Avenue a block later. It does not share tracks with the Canal Street line, but there is a track connection between the two lines here. The elevated base of the statue of Robert E. Lee at the center of Lee Circle is a good place to watch streetcars. One can watch outbound cars: Charles Avenue, [picture] entering the circle, [picture] going around the north side of the circle, [picture] and finally leaving the circle to enter the long two-way section of St. A block later, they turn right onto Carondelet for the one-way section to Canal Street. Charles Avenue seen here at Short Street is used not only by streetcars but also by pedestrians and, apparently, horses. Charles and Carrollton Avenues, an outbound and an inbound car make the turn.

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Chapter 9 : St. Charles Streetcar Line - Wikipedia

Streetcars in New Orleans, Louisiana have been an integral part of the city's public transportation network since the first half of the 19th century. The longest of New Orleans' streetcar lines, the St. Charles Avenue line, is the oldest continuously operating street railway system in the world.

Page created May 31, Last updated June 24, Two branches, operated by horsecar, left the main line and ran in to the river on Louisiana and on Napoleon. Steam engines were used and ; mule cars, Two car lines preceded St. The second was Jackson, operating as a streetcar January 13, to May 19, Charles , Jackson to the river. Carrollton ran over the same route to Jackson when it started service. On February 1, the Carrollton line was renamed St. Charles and became the first regular electrified transit route in New Orleans. The line was extended out Carrollton to terminate near the new car barn on Willow. In cars ran up Poplar, Gen. Ogden, and Leake to Oak Street. Original electric cars were St. Charles, Napoleon, and Jackson lines. The big change to the streetcar line was creating the St. Charles Belt on February 19, in conjunction with the Tulane Belt. Tulane Belt ran an identical route counterclockwise. The Poplar segment became the Oak Street Shuttle streetcars, later trackless trolleys, and finally the Leonidas bus. Napoleon line in This route was gradually pared back in the s and s until its replacement with buses in These cars were designed by Perley A. Thomas and went into service on the St. Charles and Tulane Belts and the Jackson line. Jackson was paired with Claiborne from to October 28, , when it was widened to broad gauge. Claiborne was widened a year later. The Brill- and Perley Thomas-built streetcar series arrived in Thomas was the designer, and they resembled the class cars. By , Jackson was widened and rerouted past St. It later ran uptown from Canal via Baronne, Howard, and Dryades. Changes to the Belts in Charles Belt cars no longer served the loop at the foot of Canal. They ran inbound on Tulane, down S. Rampart, in Canal, up Baronne, in Howard Ave. By the end of the s they were turning from Canal directly to St. Charles for uptown trips. In they began using S. Liberty instead of S. Rampart to reach Canal. Tulane Belt continued to serve the loop, going out Howard, down Carondelet, in Canal, around the loop, out Canal, up Loyola later renamed S. Saratoga , and out Tulane. Jackson was replaced by buses May 19, ; the cars were withdrawn and the class began service on the Belts in Trolley coaches served the Jackson route from October 2, to March 19, Tulane Belt was discontinued on January 8, so the New Basin Canal could be filled in and railroads given a single route to Union Passenger Terminal. Charles became an end-to-end line from Canal St. When the Tulane trolley coach opened August 10, , St. Charles was cut back to the present Carrollton and Claiborne terminal. The downtown routing was Howard, Carondelet, Canal, and St. Charles line was in danger of being replaced by , but protests won the day and the streetcars were retained. During the s, thirty-five of the series Perley Thomas cars see list below were refurbished twice, once before Canal was discontinued in , and again after plans to remove St. Roofs were changed from canvas to aluminum, roof ventilators were removed in favor of slots over the windows. Standee windows were rounded early rebuilds of the decade show standee windows of various heights, usually from recently retired trolley coaches , the doors received larger and rounded windows, roller bearings were installed in the trucks, and other modifications were made. Fareboxes were installed in after numerous robberies. The next year the cars were altered to one-man or -woman operation with front entry and a remote controlled interlock for the rear door. When the green light goes on over the exit, the patron pushes the door handle so the door and step open. Only the center two door panels operate in the exit. The door is not air assisted; strong pressure against a tough spring is required to force the door open. No longer using motorman and conductor, the person running the streetcar became known as an operator. The route was placed on the National Register of Historic Places as one of two moving landmarks the cable cars of San Francisco are the other on August 4, The Regional Transit Authority took control of the St. Route number 12 was assigned in , appearing on substitute bus service but not streetcars. The cars kept the s look until the early nineties, when RTA rebuilt all cars to a more authentic original appearance by completely gutting them and replacing the parts. I remember the preview car number ,

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the first of the rebuilds, around Aluminum roofs were retained. The windows were made rectangular again. The doors now have four window panes per panel, versus two panes at the top of each panel in the original fleet. Inscription on the lower dash next to the right door of each vestibule reads, "Please have exact fare or RTA pass ready", a variation of a one-time inscription that read, "Please help the Service, Have exact fare ready. Charles cars began appearing, RTA reconstructed the trackage. Chartered coaches, Boyertown "trolley" buses from the Vieux Carre route, and standard RTA diesels were used to bridge the gap along portions under construction. One track at a time was rebuilt to allow shuttling of streetcars to the portions with regular operation. This also permitted the St. Charles line to stay in continuous operation since Carrollton Station was modernized and buses were removed to Canal Station. Dual gauge track, a remnant of South Claiborne Shuttle service in the late s, was removed from the carbarn turnouts in this rebuild. The Riverfront line was connected to the St. Charles line in via Canal Street. An exemption to the grandfathered status of St. Charles permitted Riverfont cars to be operated although not in revenue service to Carrollton Station for storage and service. The connector trackage was later expanded into the new Canal line. Streetcars stopped service August 28, before Katrina came to land. With the flooding of New Orleans that followed, the city closed down and rail service was suspended. The cars at Carrollton Station escaped water damage, but the overhead needed repair. Eight of the Perley Thomas cars were towed to the Central Business District to start service December 18, on the Riverfront and Canal lines, whose own cars were damaged by the floods. Charles overhead lines were scheduled for reconstruction in anyway, so bus service was substituted until completion. Work on the track and overhead continued on the line uptown from the Circle. The Carrollton Avenue segment reopened with streetcars in June, bringing the full line back into operation. Although streetcars stopped running, I do not consider the "continuous operation" since broken. The Perleys towed down St. Service has increased since Katrina. The schedule in October offers twenty minutes early mornings, eight to ten minutes daytime, twenty minutes late evenings, and thirty minutes overnight. The latest schedules are available from RTA. In early a program to replace the trackage began. RTA is doing the work in sections. In October the stretch on S. Claiborne and Plum was closed during daytime with a bus substitution meeting streetcars at the Willow crossover. During evenings, one car would go to Claiborne and back on the outbound track the inbound track was reconstructed during the day. This was an attempt to make the cars more visible to motorists to avoid accidents. You can now see a streetcar light blocks and blocks away. Hurricane Isaac swept through Louisiana in late August