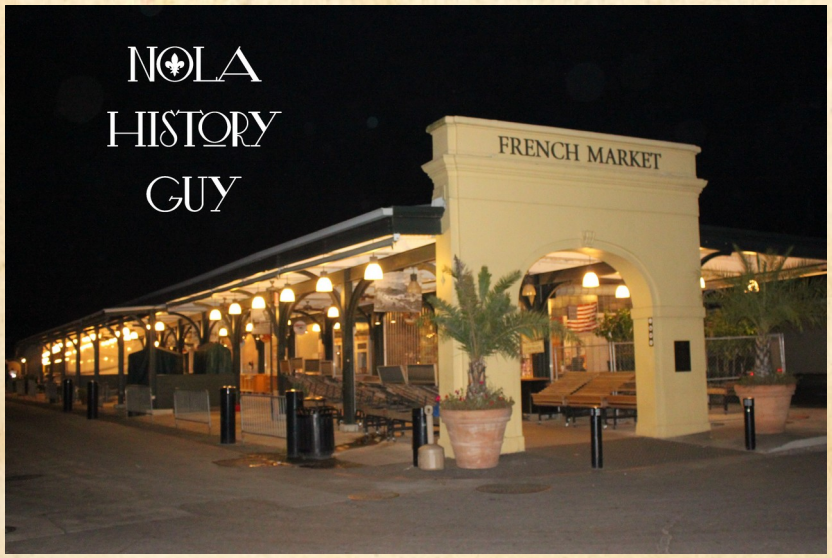
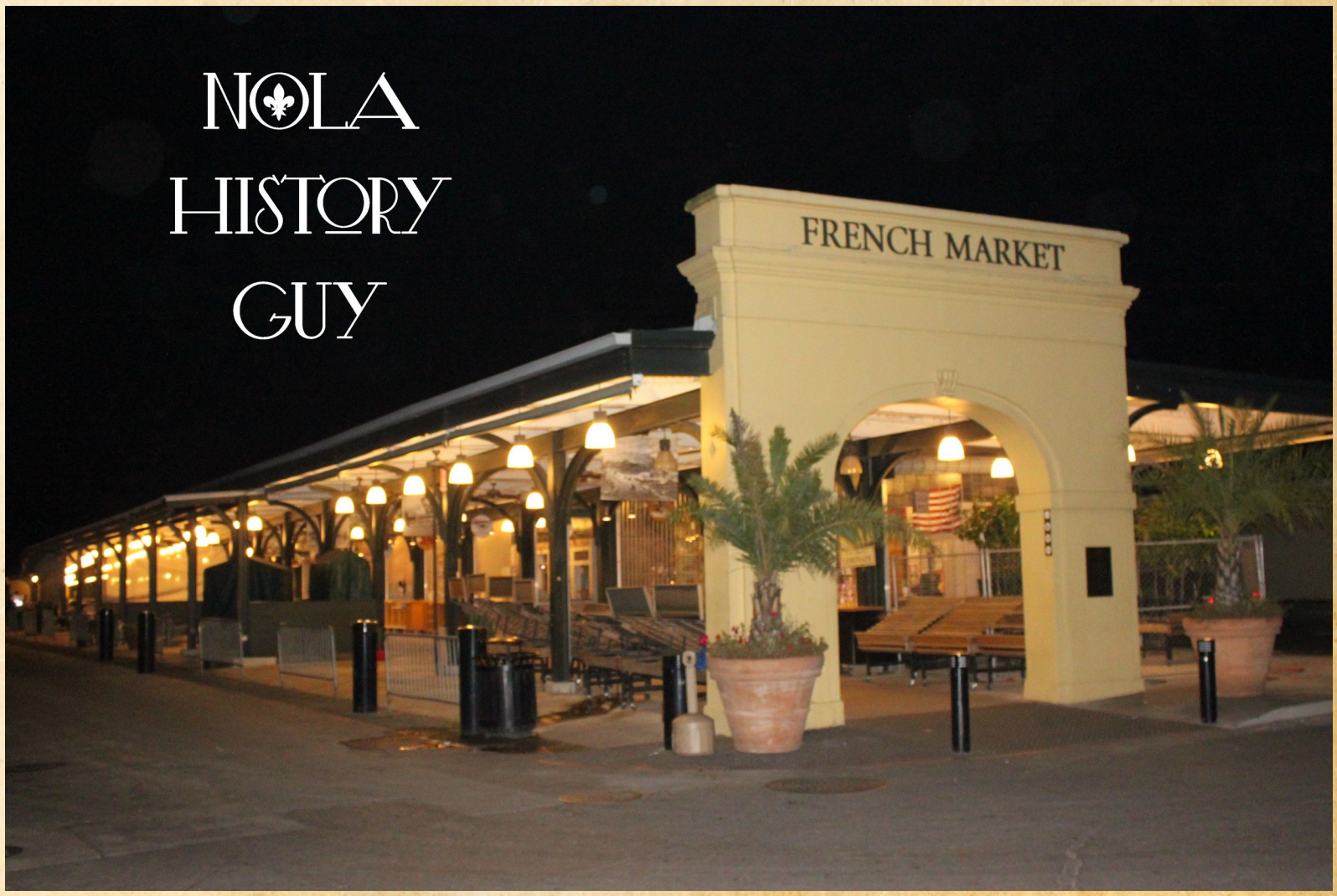
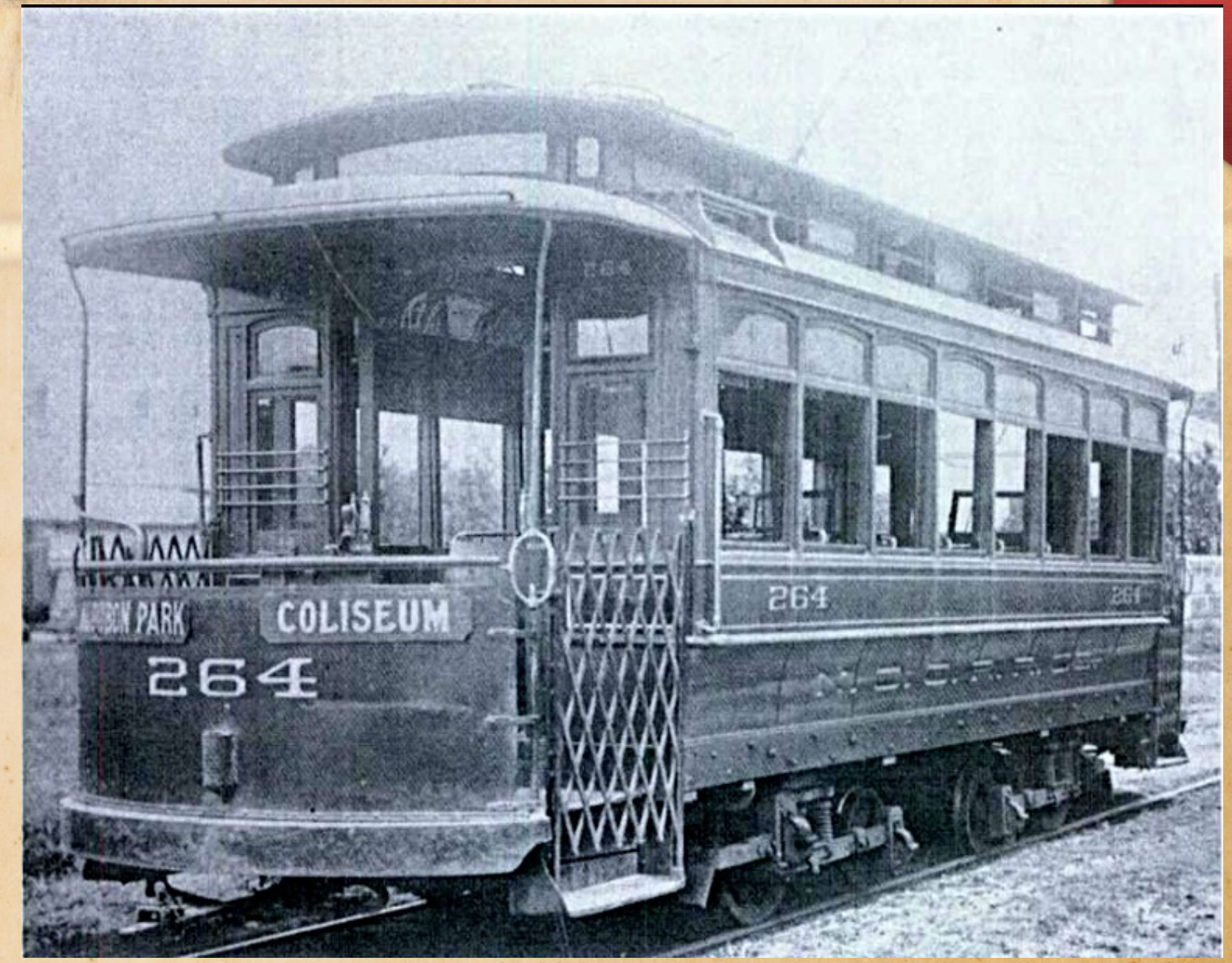


Double-Truck Streetcars

Edward Branley is the NOLA History Guy (edward@nolahistoryguy.com)



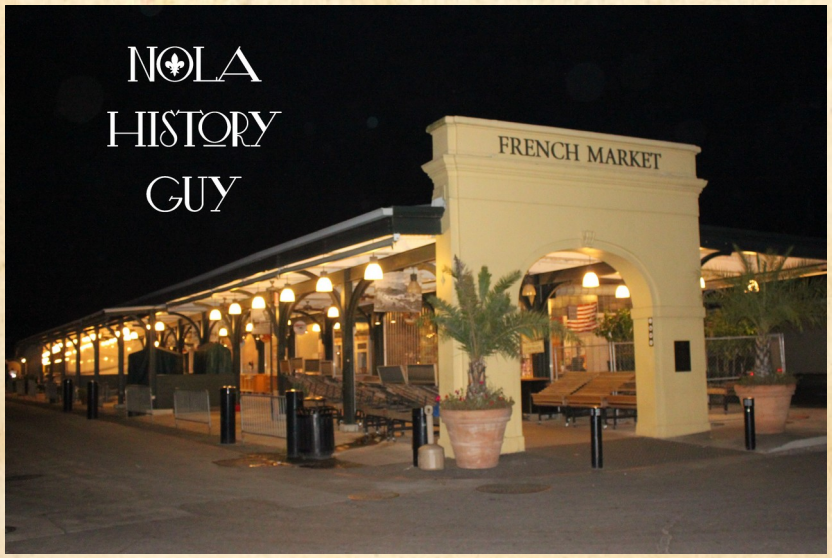


Double-Truck Streetcars other than Palaces and Arch Roofs ran in New Orleans

Tour Guide Talking Points

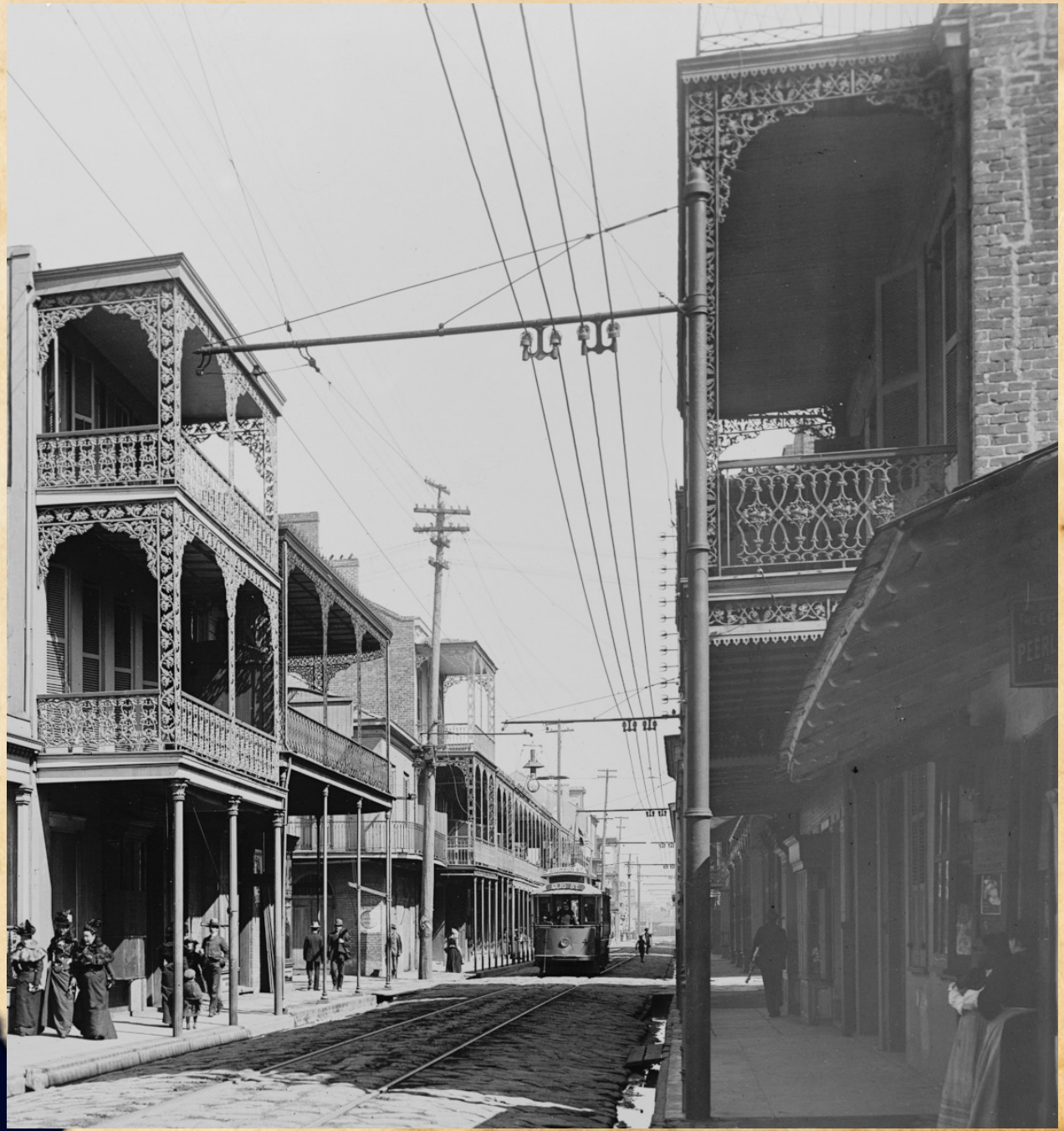
- Streetcar routes expanded to double-truck cars in the early 1900s
- Single-truck streetcars continued on backatown lines
- New Orleans operating companies tried a number of double-truck models.
- NOPSI settled on Perley Thomas' arch roof design
- Palace cars left NOPSI service in 1935

FRIENDS OF THE CABILDO



„Other“ Double-Truck Cars

Pullman Double-Trucks

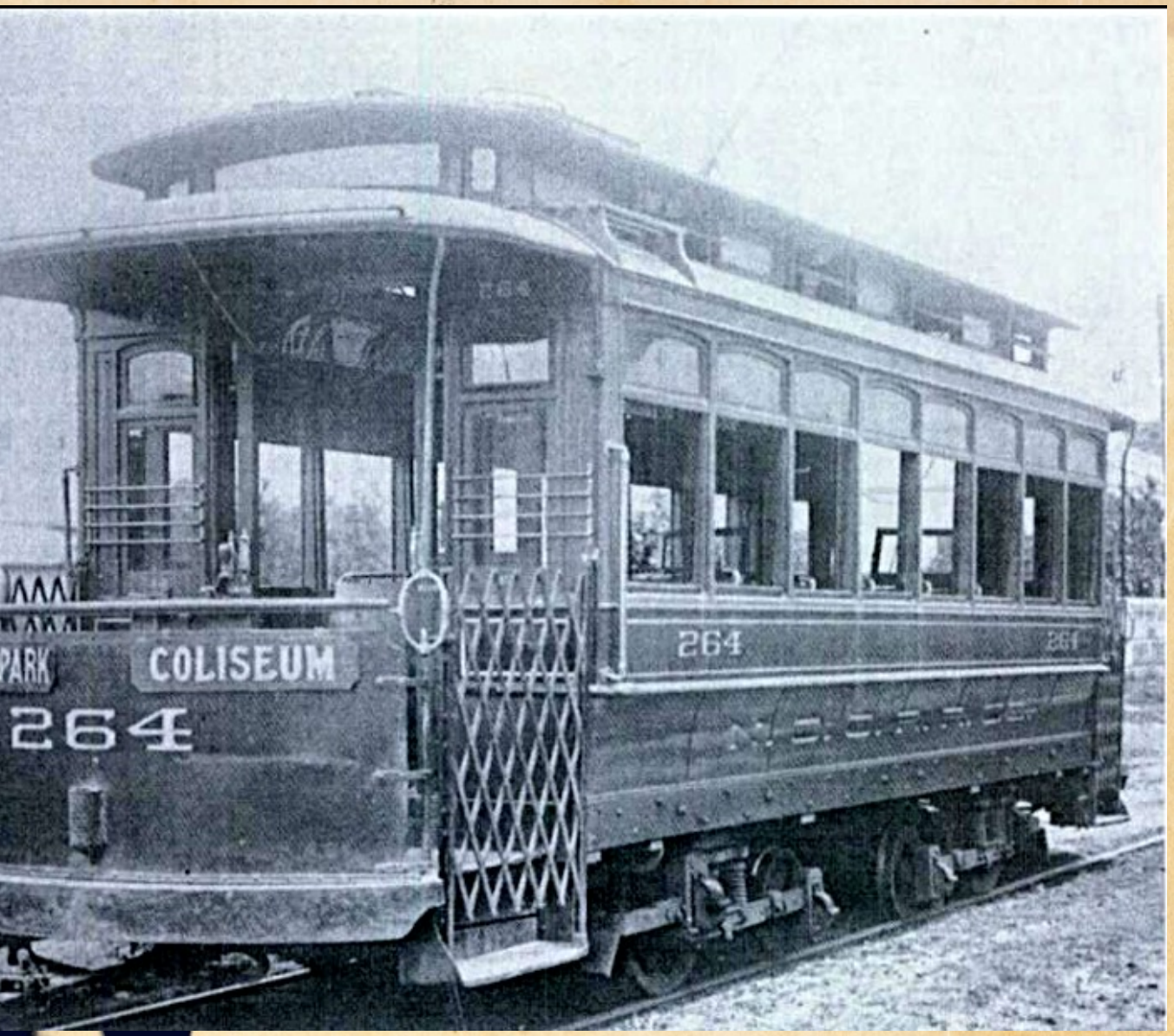


- Designed/Built by the Pullman Company
- Purchased by St. Charles St. RR in 1895, began operation in 1896
- Also operated by the Crescent City RR Co. in 1895
- Seating capacity: 28
- Left service in 1918

Pullman Double-Trucks

- St. Charles Street Railroad Company
- Operating on Clio St. line (shown here on Royal Street)
- Clio line connected the railroad stations
- Crossed Canal Street
- Outbound on Bourbon, inbound on Royal
- LOC Photo

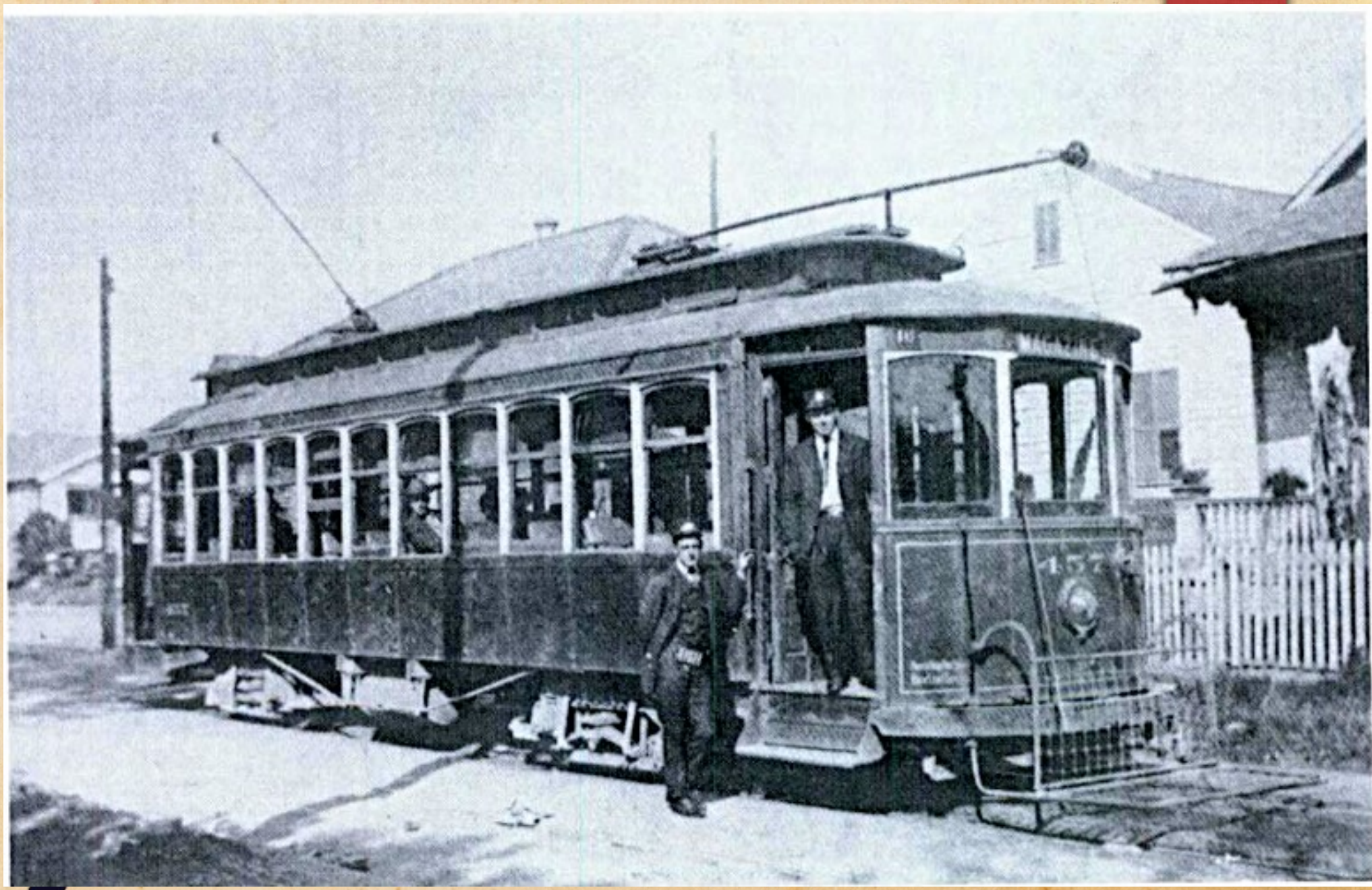
“1899” American Cars



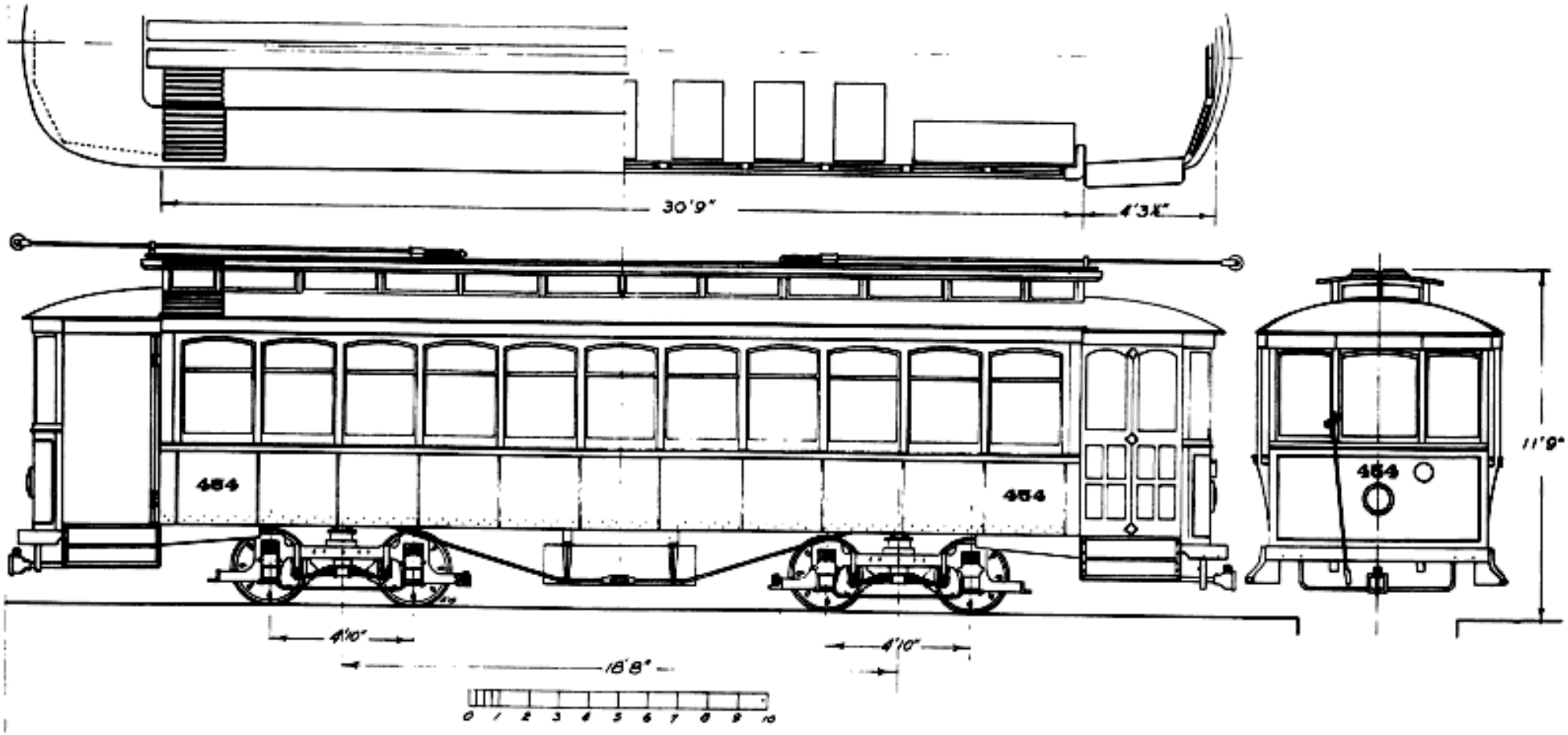
- American Car Company design, sublet to Brill
- Purchased/Operated by NOCRR in 1899
- Car 264 Running on Audubon Park-Coliseum line
- Monitor deck for ventilation
- Seating capacity: 32
- Scrapped 1918-1920

Brill Semi-Convertibles

- Designed by American (a Brill subsidiary) Company in 1906
- First ran on Coliseum line, later Louisiana
- Wood frame, steel underframe
- Monitor deck for ventilation
- Seating capacity: 52
- NORwyLt 1916



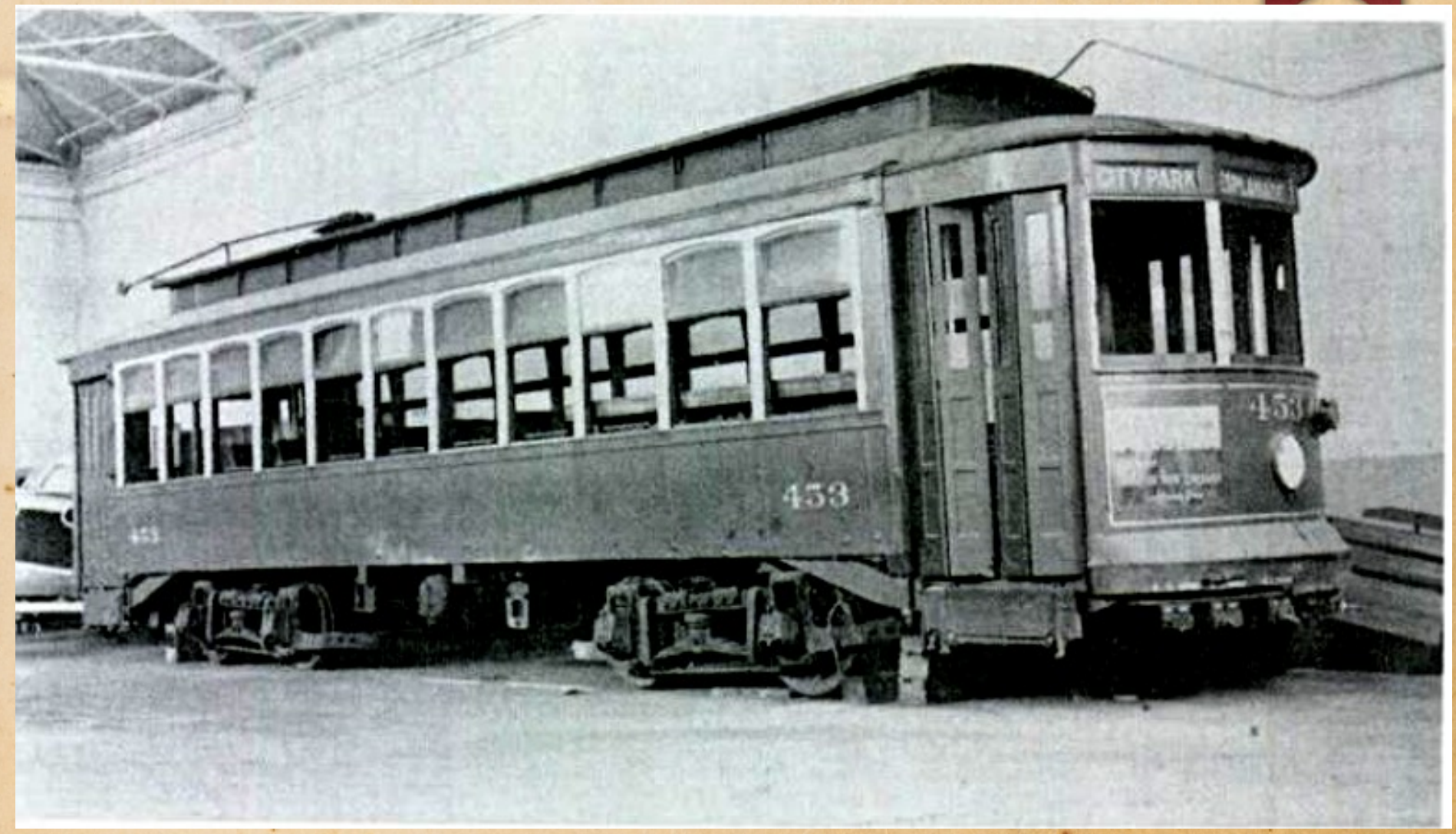
Brill 457, ca. 1916 – Motorman Howard Shaw, Conductor unidentified.



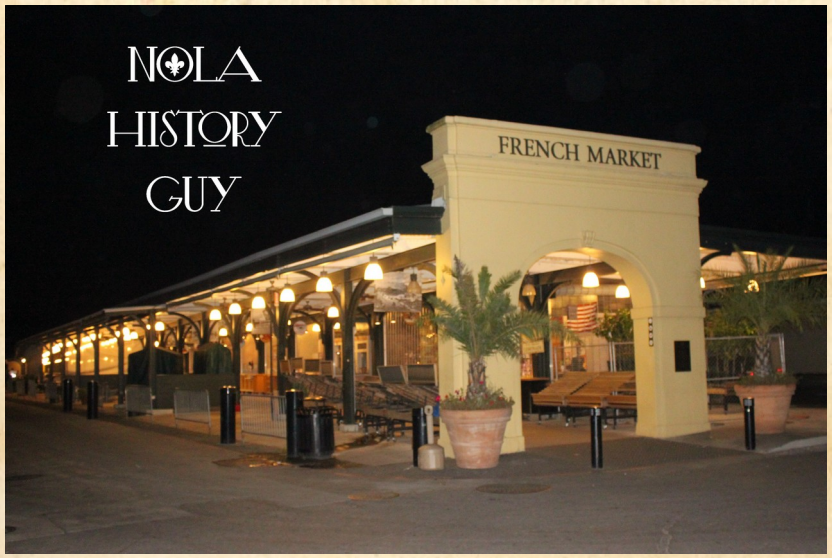
SEMI-CONVERTIBLE CARS . . . NUMBERS 450-474
(originally 300-324)

SPECIFICATIONS — Builder: American Car Co.; Date: 1908; Cost: $4,945.97; Trucks: originally 27-G, with two GE 57 motors (50 hp), wheelbase—4' 6"; reequipped 1923 with Brill 76-E2 trucks, wheelbase—4' 10", wheels—30", axles—5", journals—4¼" by 8", truck centers—18' 8"; Body type: Brill semi-convertible; Underframe: steel and wood; Body: wood; Weight: with 27-G trucks, 37,100 lbs.—with 76-E2 trucks, 42,000 lbs., approx.; Lights: 18, 36 watt; Seats: 44 (28 cross, 16 longitudinal); Type seats: Brill wooden "Winner"; Roof: wood and canvas; Headlining: ¼" Agasote; Floor: 13/16" yellow pine, single; Motors: two West. 306-CV-4 (65 hp); Gear ratio: 64:19; Controllers: West. K-38-JR; Circuit breakers: GE MR-12-D; line breaker; West. 801-E; Brake valve: GE type S; Brake cylinder: 8" by 12"; Reservoirs: one—16" by 60"; Hand brakes: Dayton drop handle; Doors: pneumatic, folding; Headlights: Crouse-Hinds type ZP; Life Guards: Providence H. B.; Registers: two International R-7; Sash: bottom, raised—top, fixed; Trolley base: Ohio Brass form 1; Compressor: GE CP-27, 15 cu. in.

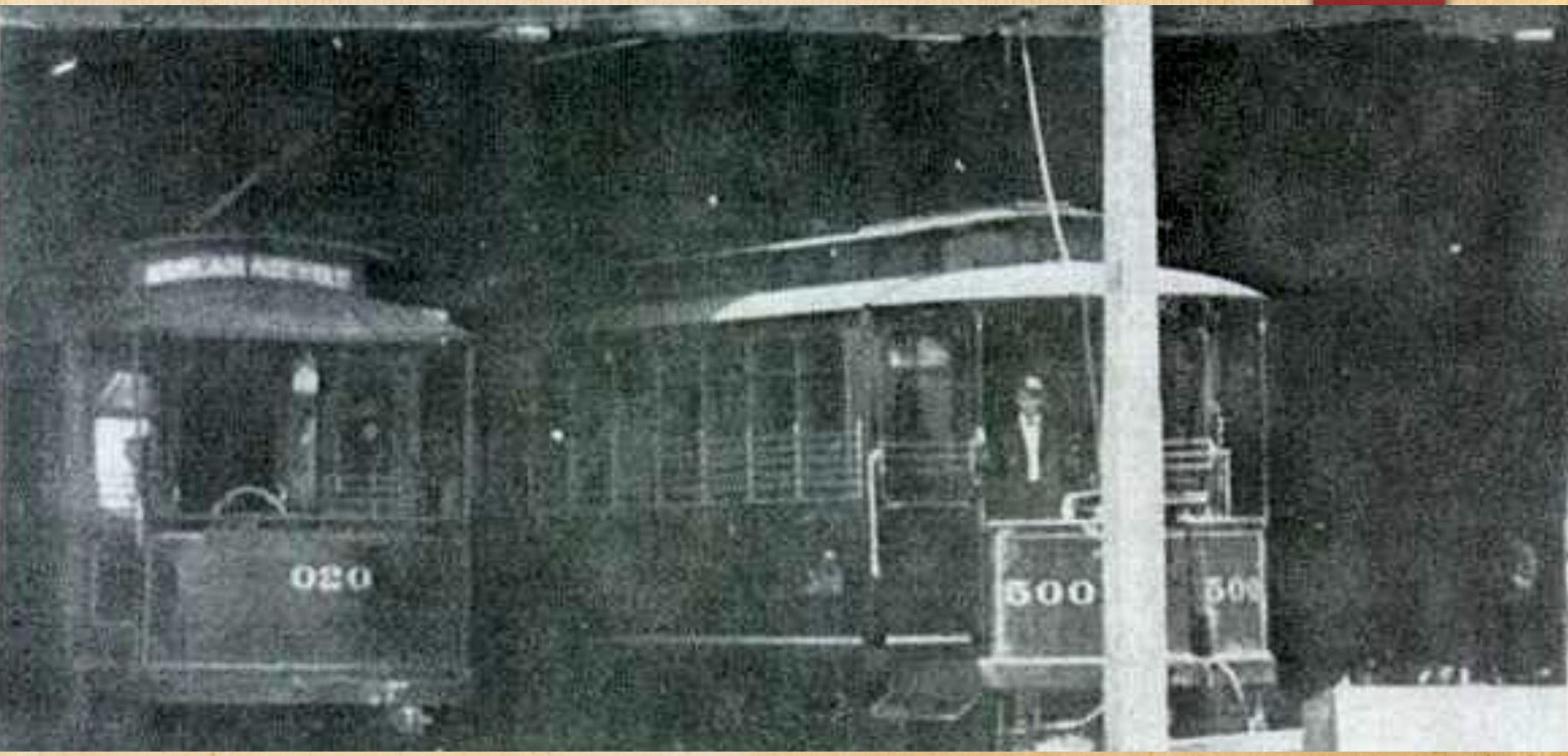
Brill Drawing, 1908



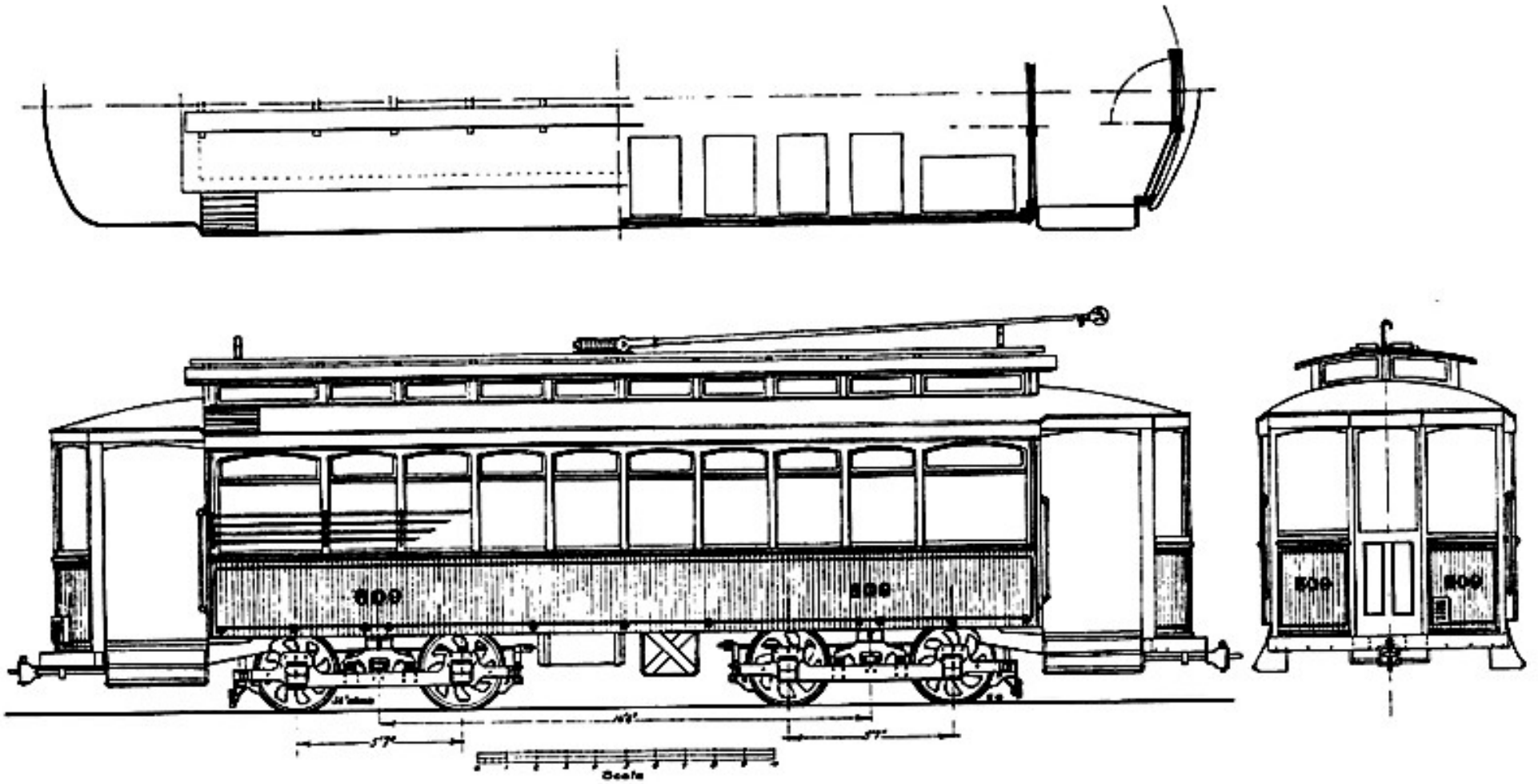
NOPSI 453, the last Brill, the “Streetcar Named Desire” – Otto Gessel photo, 1960



Double-Truck Cars on West End



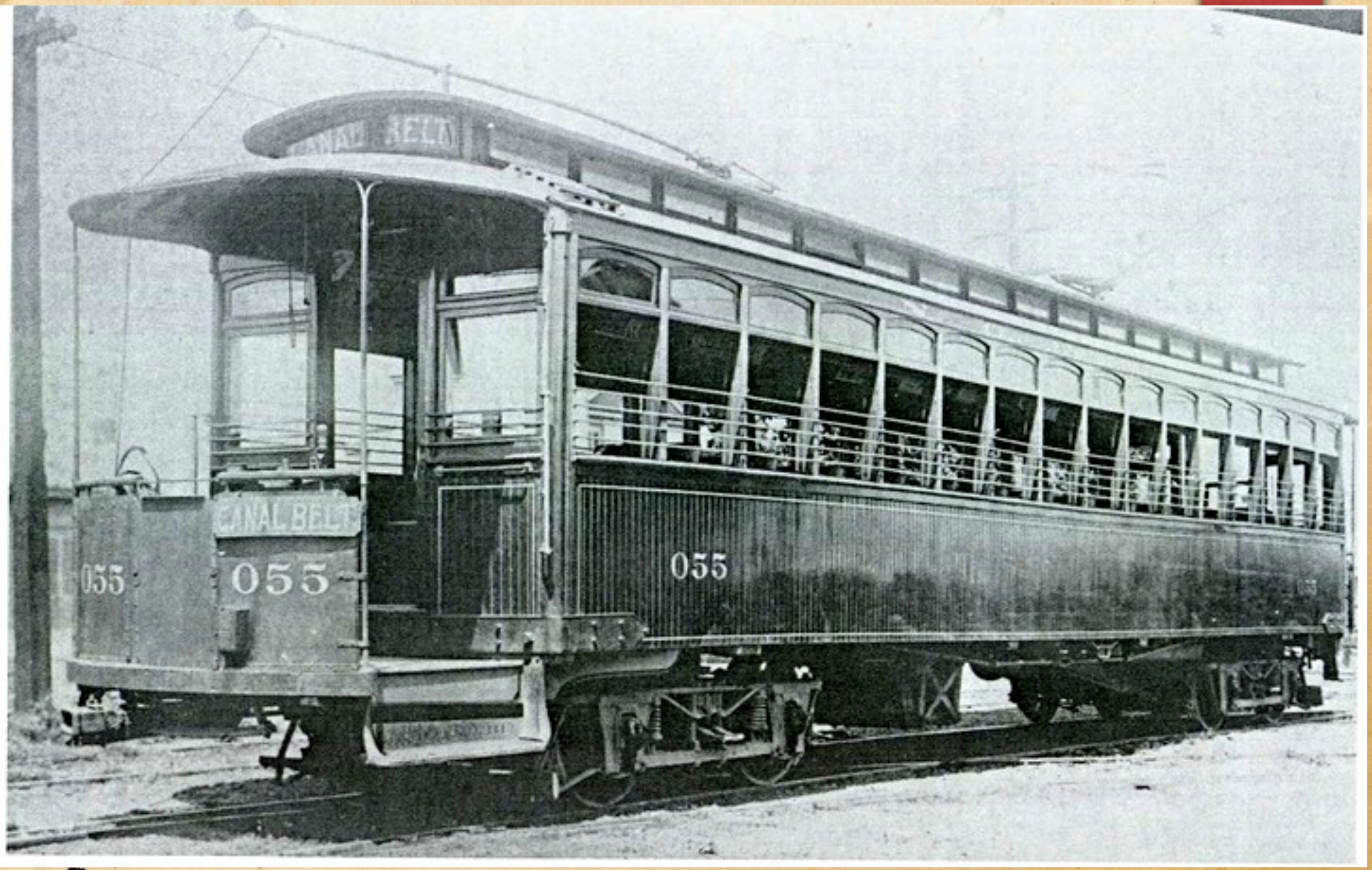
Barney & Smith cars 500-512. Operated on West End, 1899-1921



CARS 509-512

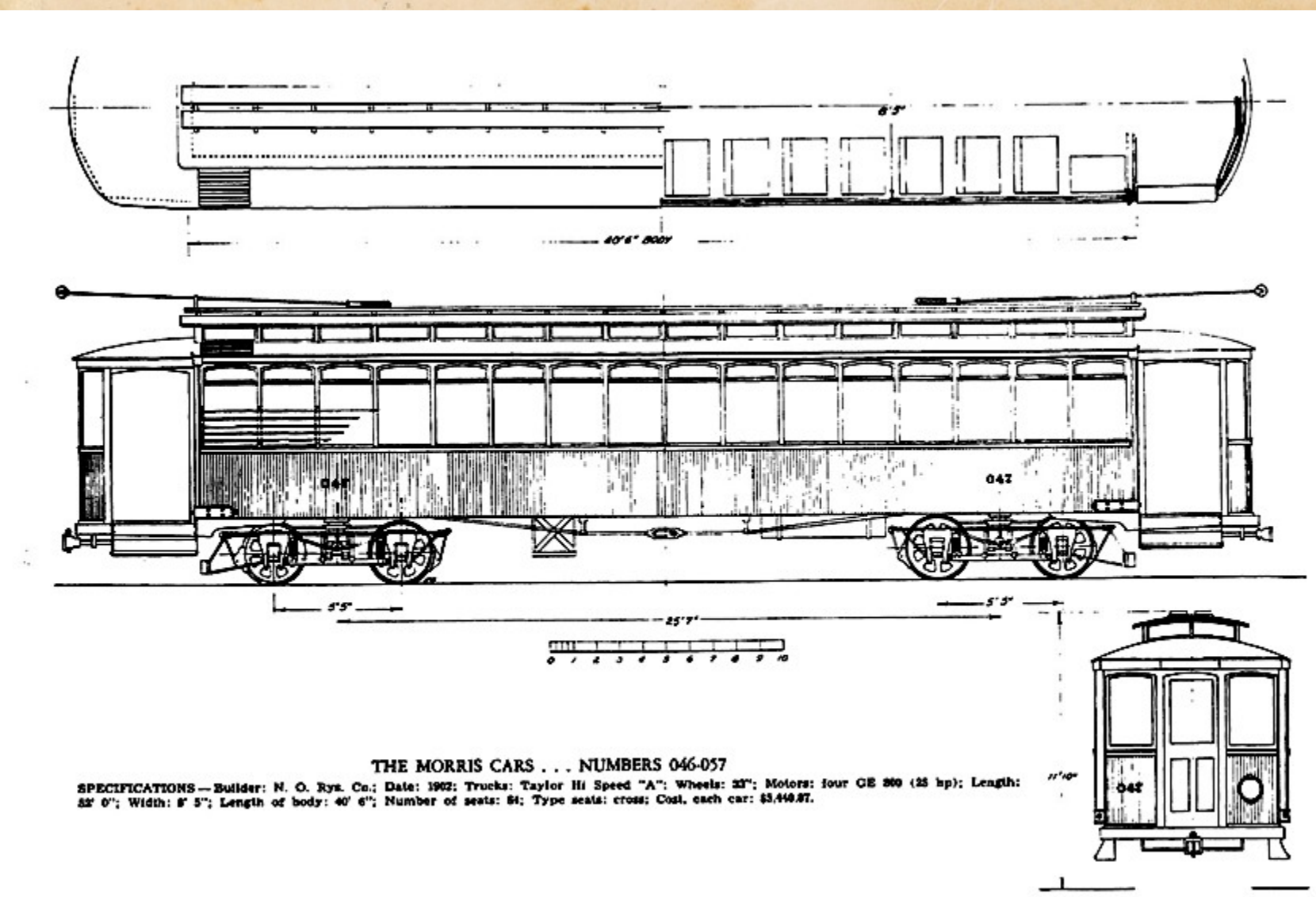
SPECIFICATIONS — Cars 500-507 (no plan available) specifications inserted for comparison — Builder: 500-507, Barney & Smith; 509-512, American Car Co. 1898-99; Company ordering: New Orleans City & Lake RR. Co.; Type: Monitor deck roof, closed; Body length: 500-507, 28' 1"; 509-512, 29' 1"; Over-all length: 500-507, 36' 1"; 509-512, 37' 1"; Width: 500-507, 8' 5"; 509-512, 8' 7"; Trucks: Barney & Smith "H", 33" wheels; Motors: four Westinghouse 12A and four GE 58; Cost: 500-507, $4,884.11; 509-512, $4,833.86; Seats: 40 passengers, cross seats; Last year of service: 1924.

Barney & Smith cars 500-512. Operated on West End, 1899-1921

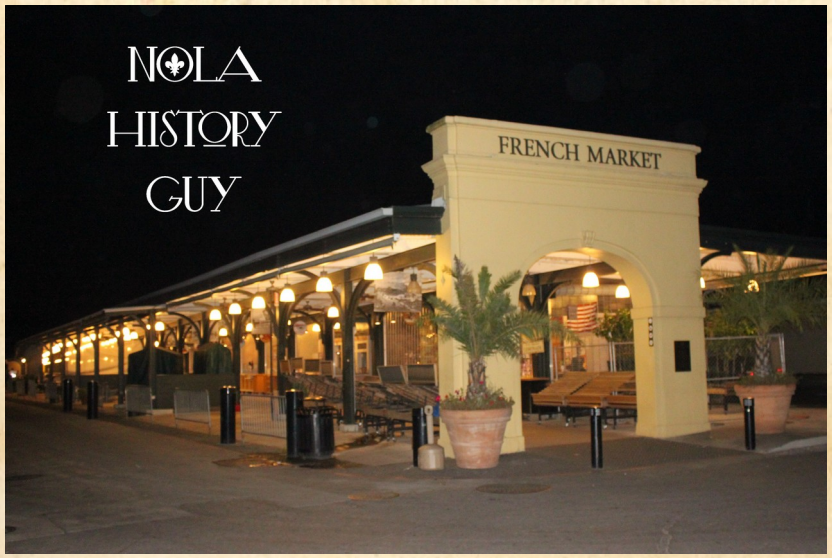


Morris Car 055

Morris Cars

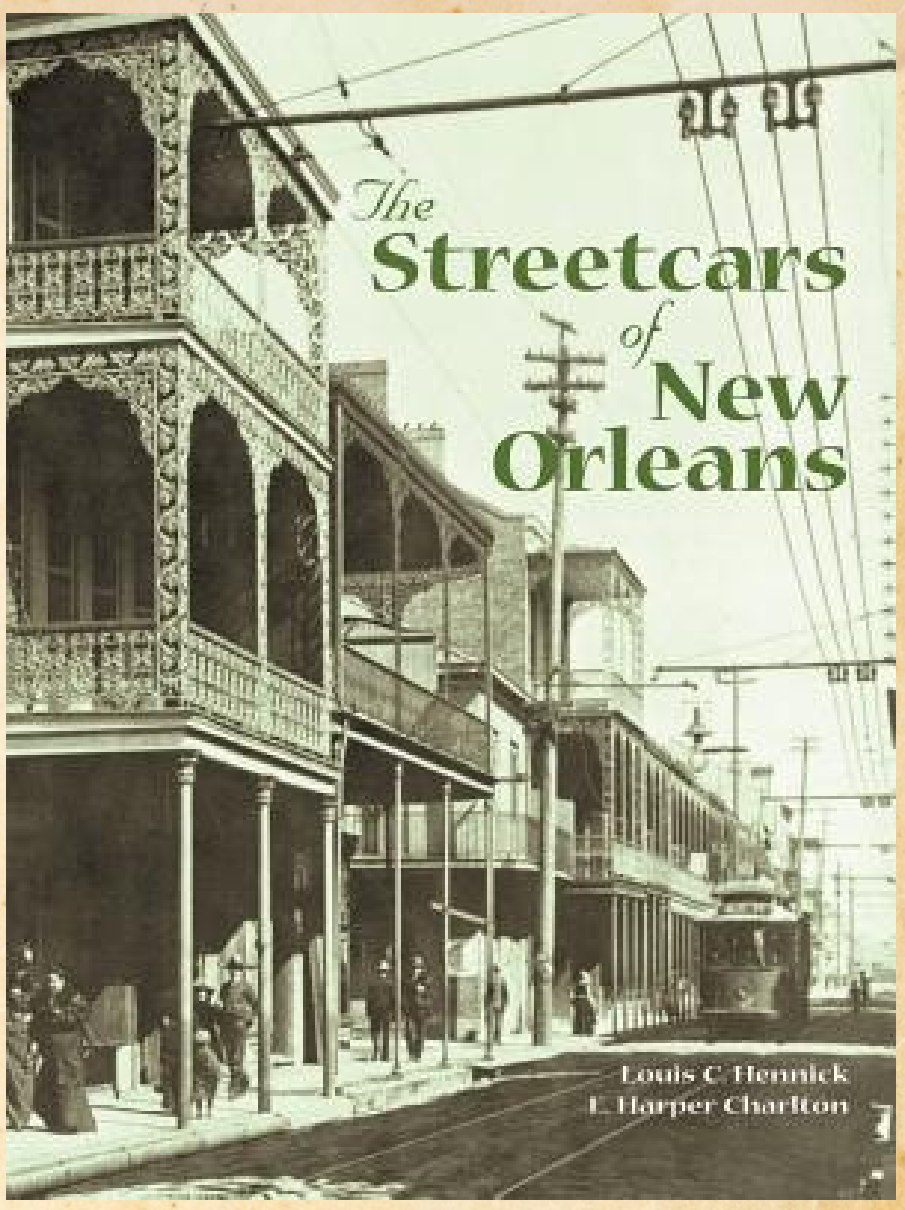


- Named for Master Mechanic E. J. Morris of the Canal Shops
- Built at Canal Shops, 1902-1904
- Ran on West End, Canal Cemeteries, Canal Belt lines.
- Seating capacity: 64
- All cars scrapped by 1934



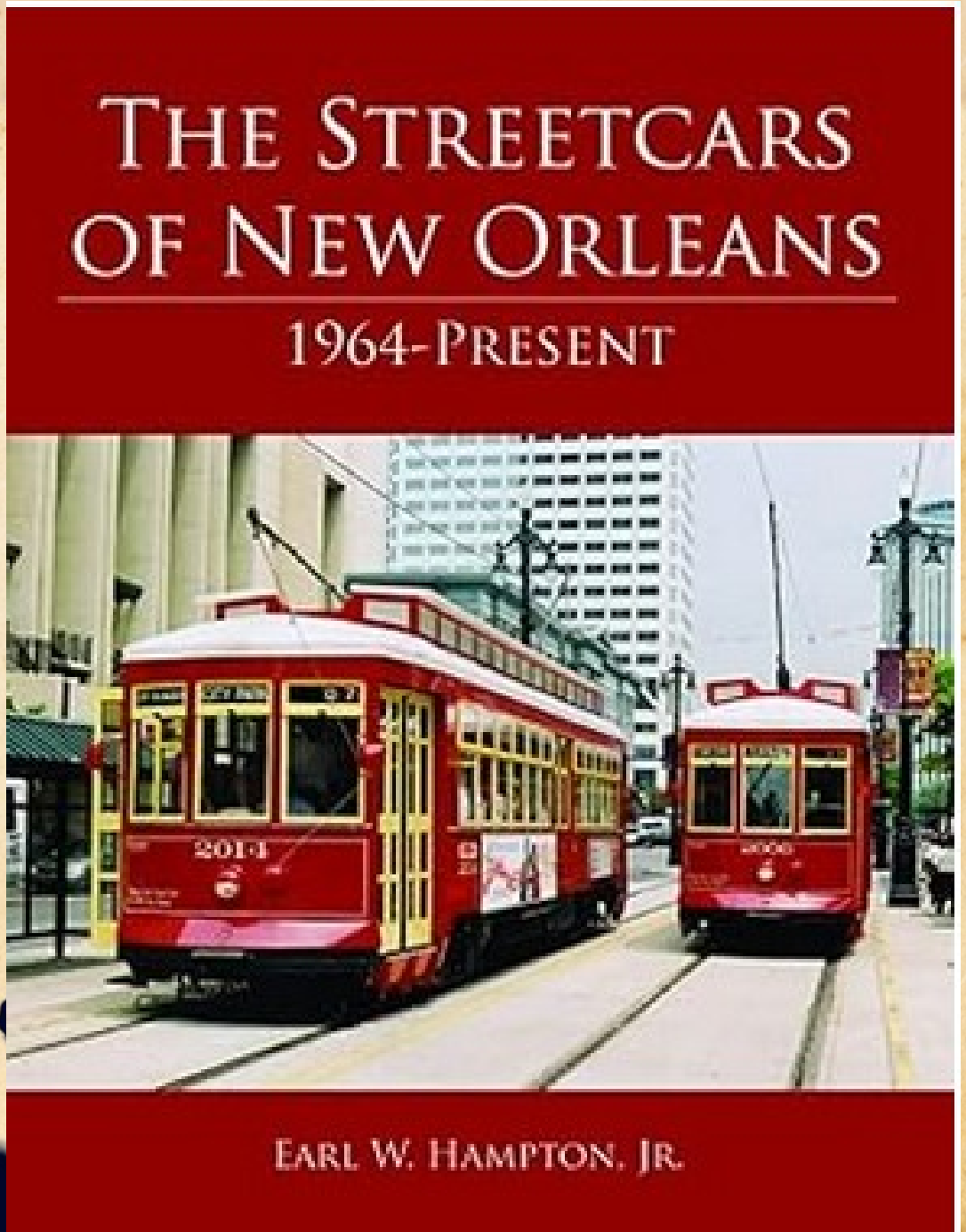
Books

Hennick & Charlton



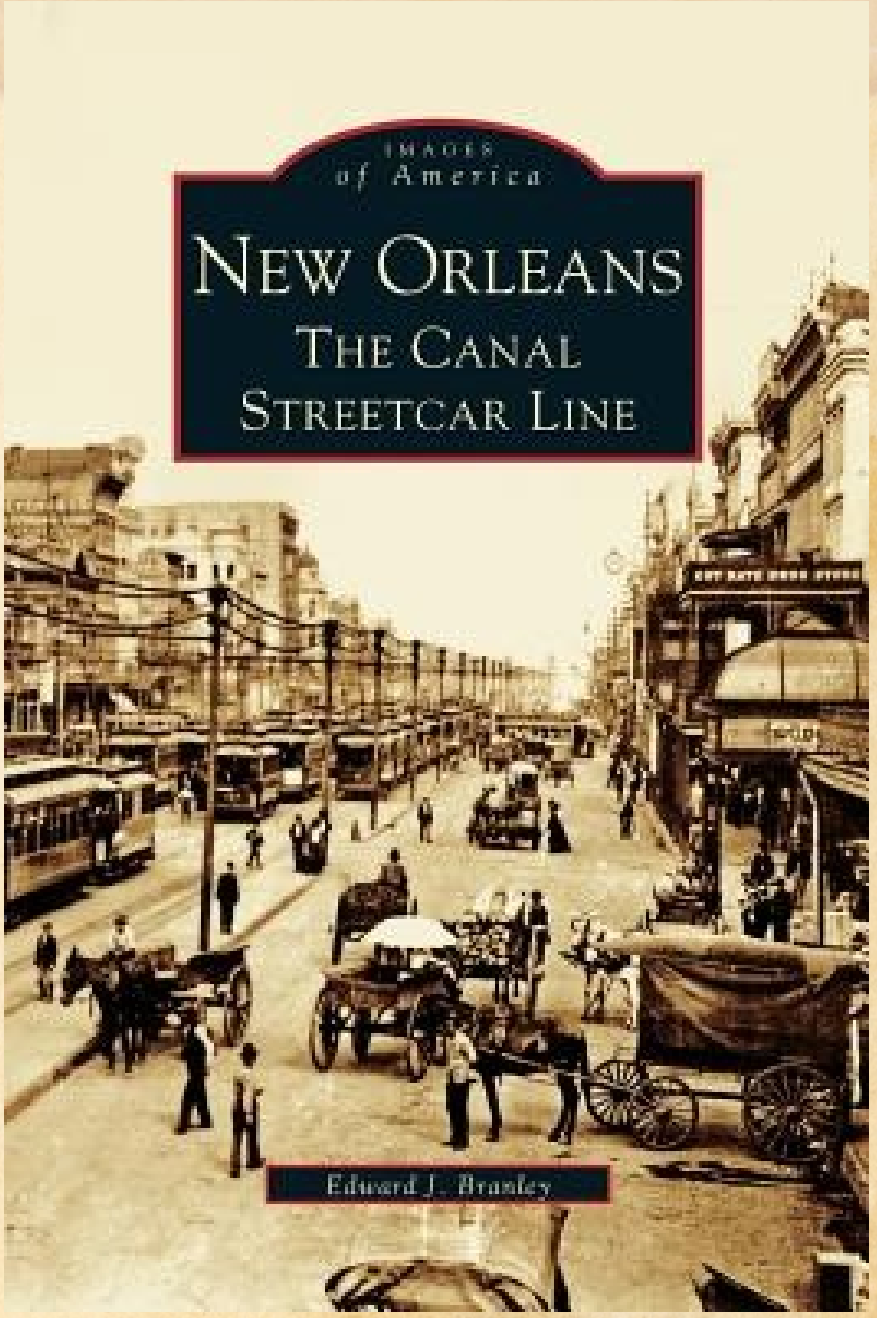
- Streetcars of New Orleans by Louis C. Hennick and E. Harper Charlton
- Pelican Publishing Company, originally published in 1965

Earl W. Hampton, Jr.



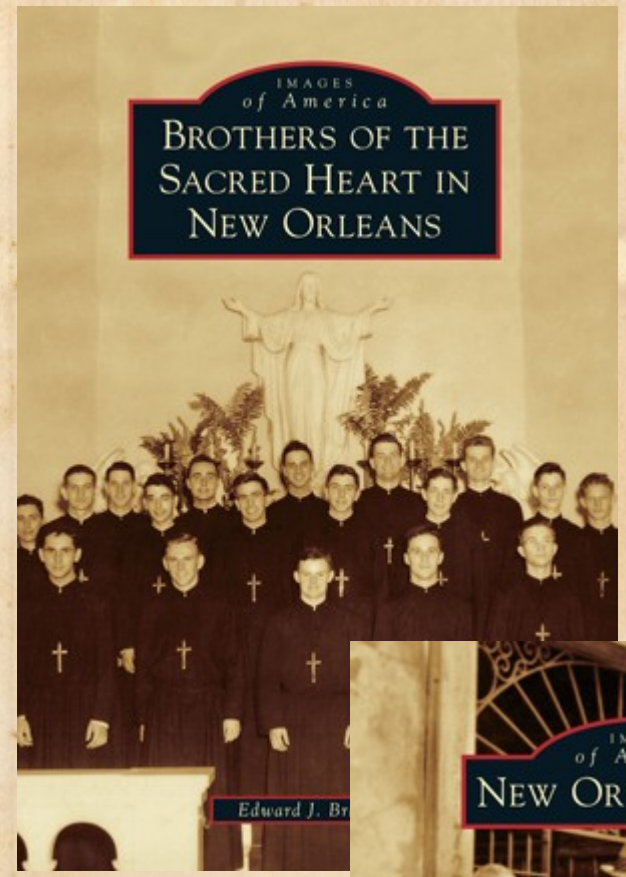
- Streetcars of New Orleans 1964-Present by Earl W. Hampton, Jr.
- Pelican Publishing Company, 2010

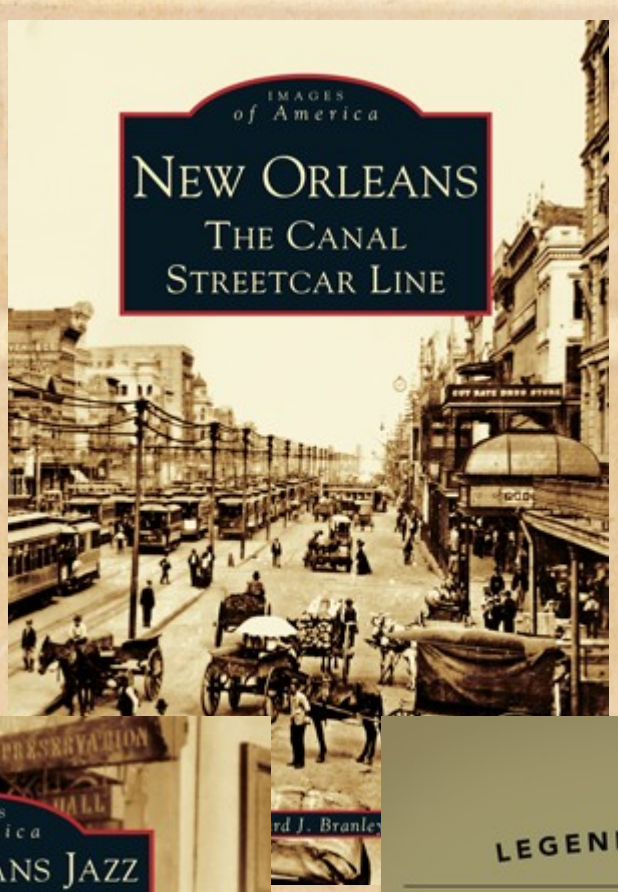
Edward J. Branley



- New Orleans: The Canal Streetcar Line
- Images of America
- Arcadia Publishing, 2004

Greetings from NOLA, 2018
greetingstour.com


IMAGES
of America
BROTHERS OF THE SACRED HEART IN NEW ORLEANS
Edward J. Br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of America
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THE CANAL STREETCAR LINE
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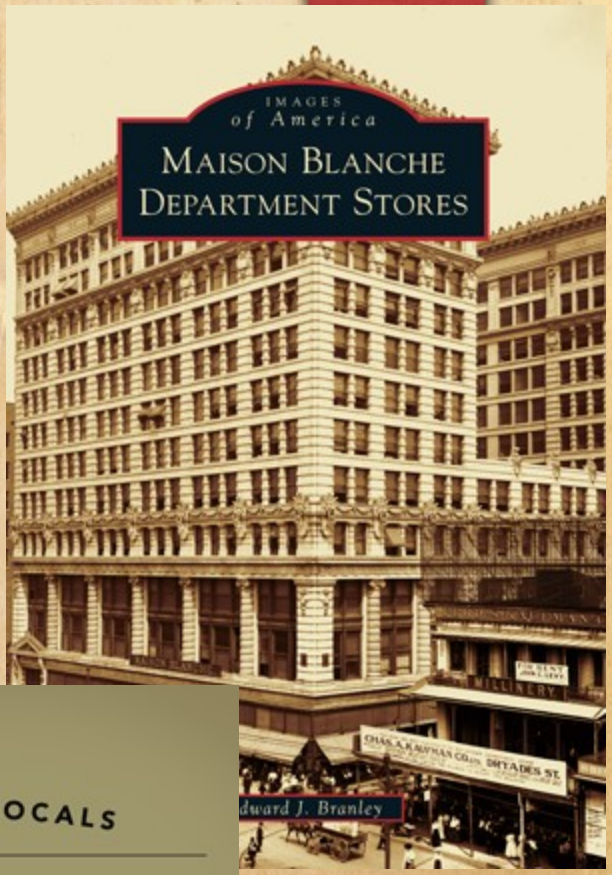
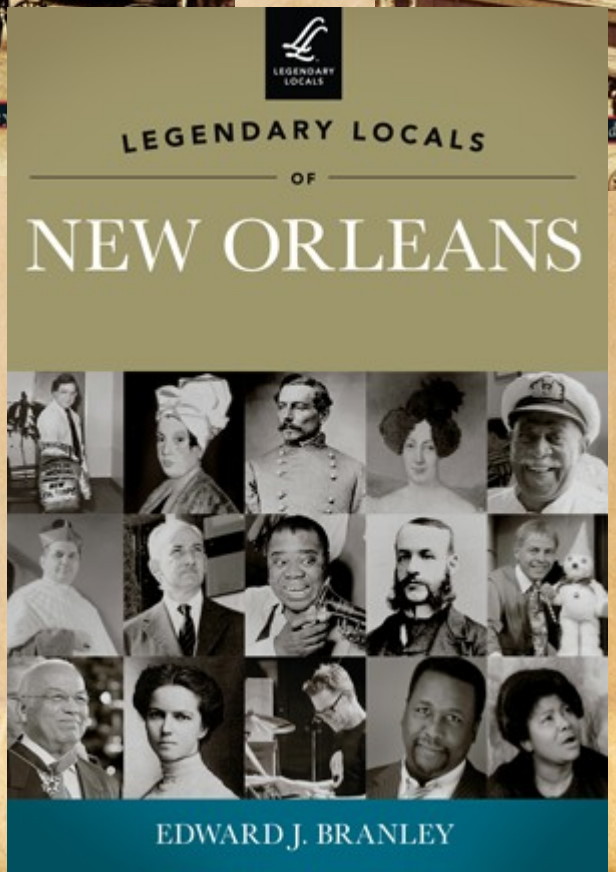

IMAGES
of America
MAISON BLANCHE DEPARTMENT STORES
dward J. Branley

IMAGES
of America
NEW ORLEANS JAZZ
PRESERVATION HALL
Edward J. Branley


LEGENDARY LOCALS
OF
NEW ORLEANS
EDWARD J. BRANLEY

KRAUSS

BRANLEY

EDWARD J. BRANLEY

KRAUSS

The New Orleans Value Store

www.NOLAHistoryGuy.com

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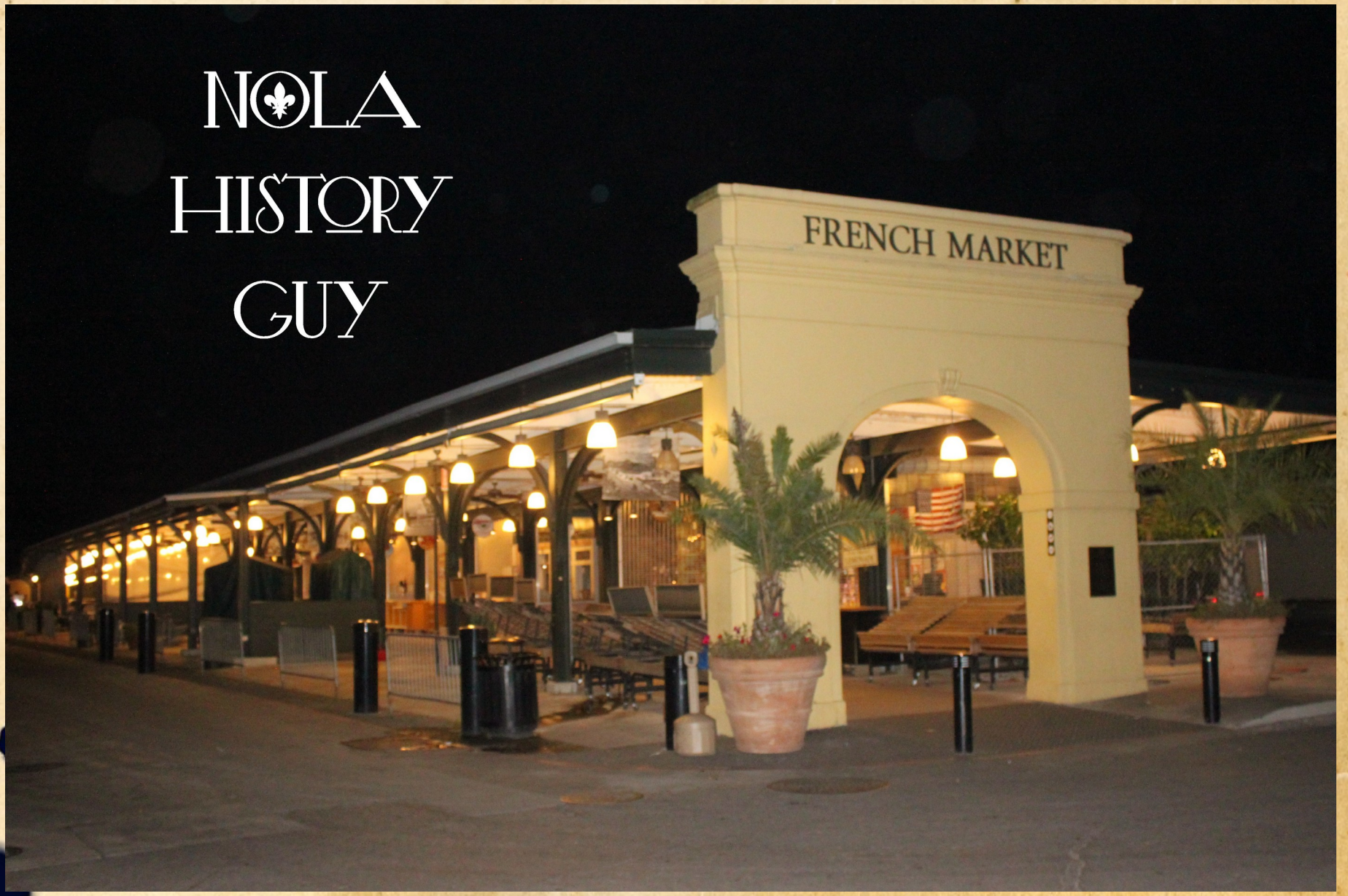

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