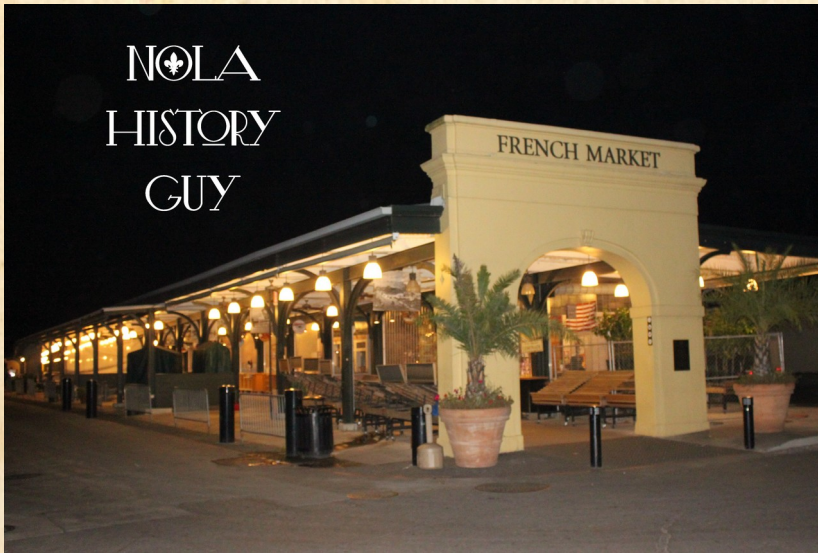


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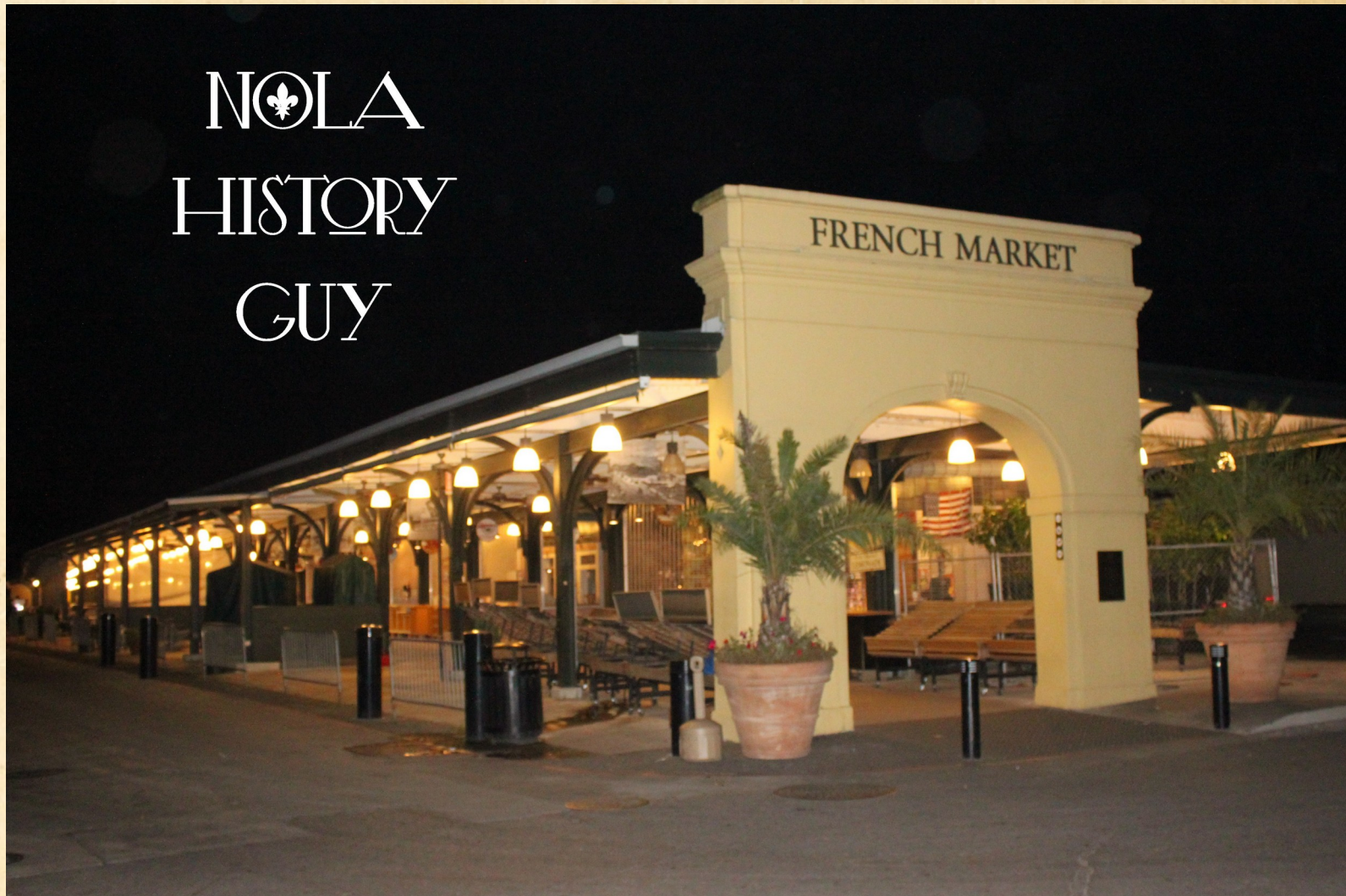


Napoleon Avenue “The Royal Blue Line”



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

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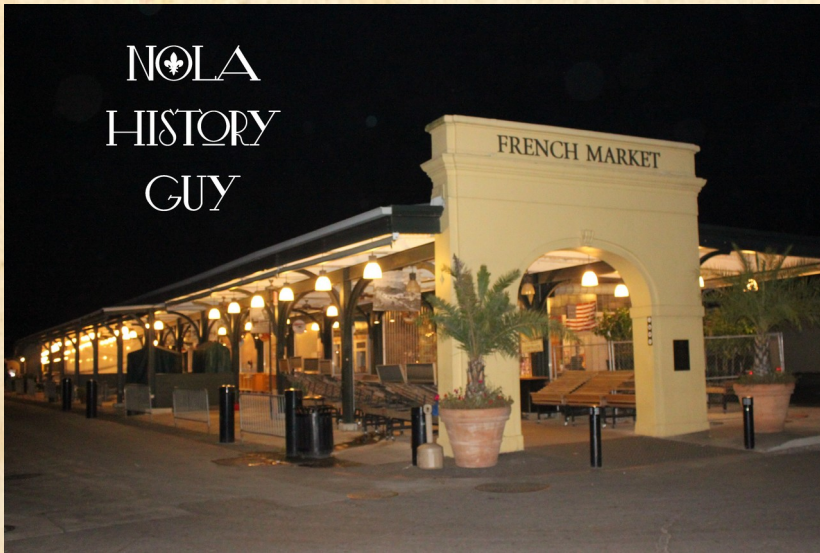
Streetcars operated on Napoleon Avenue from
1850 to 1953

The Royal Blue Line



- “Napoleon Branch” of the Carrollton line – 4-February-1850
 - Electrified 10-February-1893
 - “Royal Blue Line” opened by Orleans & Jefferson Railway Co., 1903
 - All streetcar lines merge into New Orleans Railway & Light (NORwy&Lt), 1905-1906.
 - NORwy&Lt becomes NOPSI in 1923
 - Metairie Road service converted to buses in 1934
 - Napoleon Line converted to buses, February 18, 1953
- 

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“Napoleon Branch”



- New Orleans & Carrollton Railroad opens in 1831 (steam)
- Mule-car operation in 1845
- Napoleon Branch in 1850
- Streetcar barn at Napoleon & St. Charles in 1850s



Jefferson City Market
(Infrogmation Photo)

Bobtails



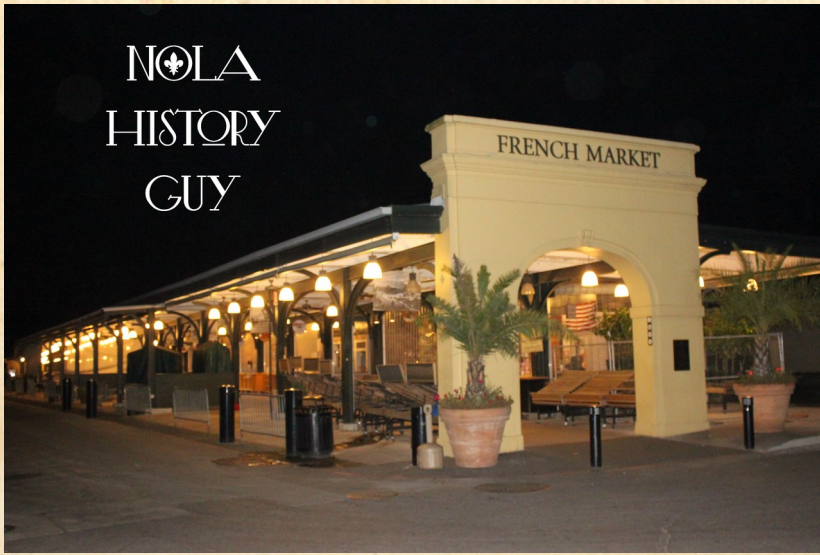
St. Charles and Napoleon, 1860



Robinson Atlas 1883

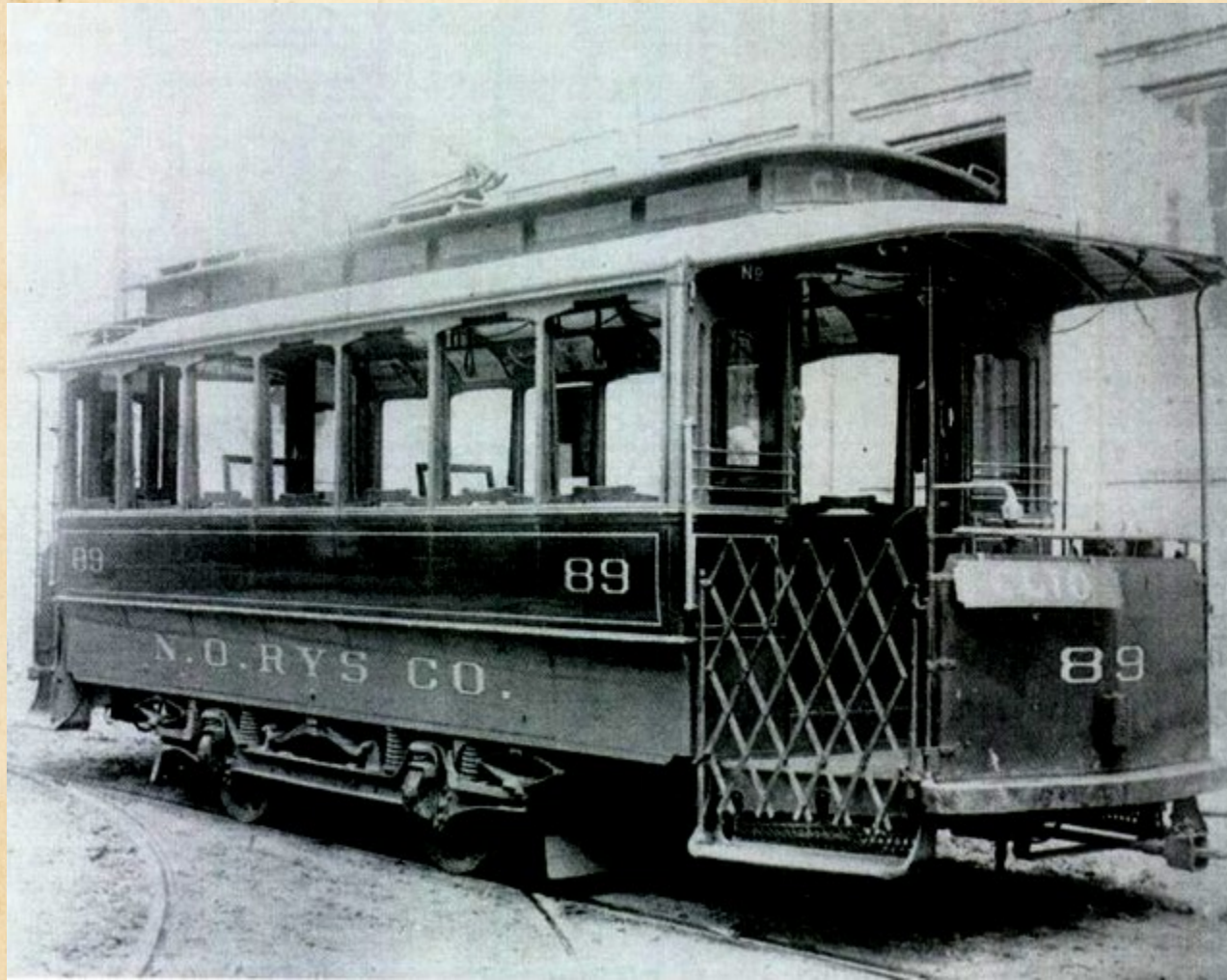


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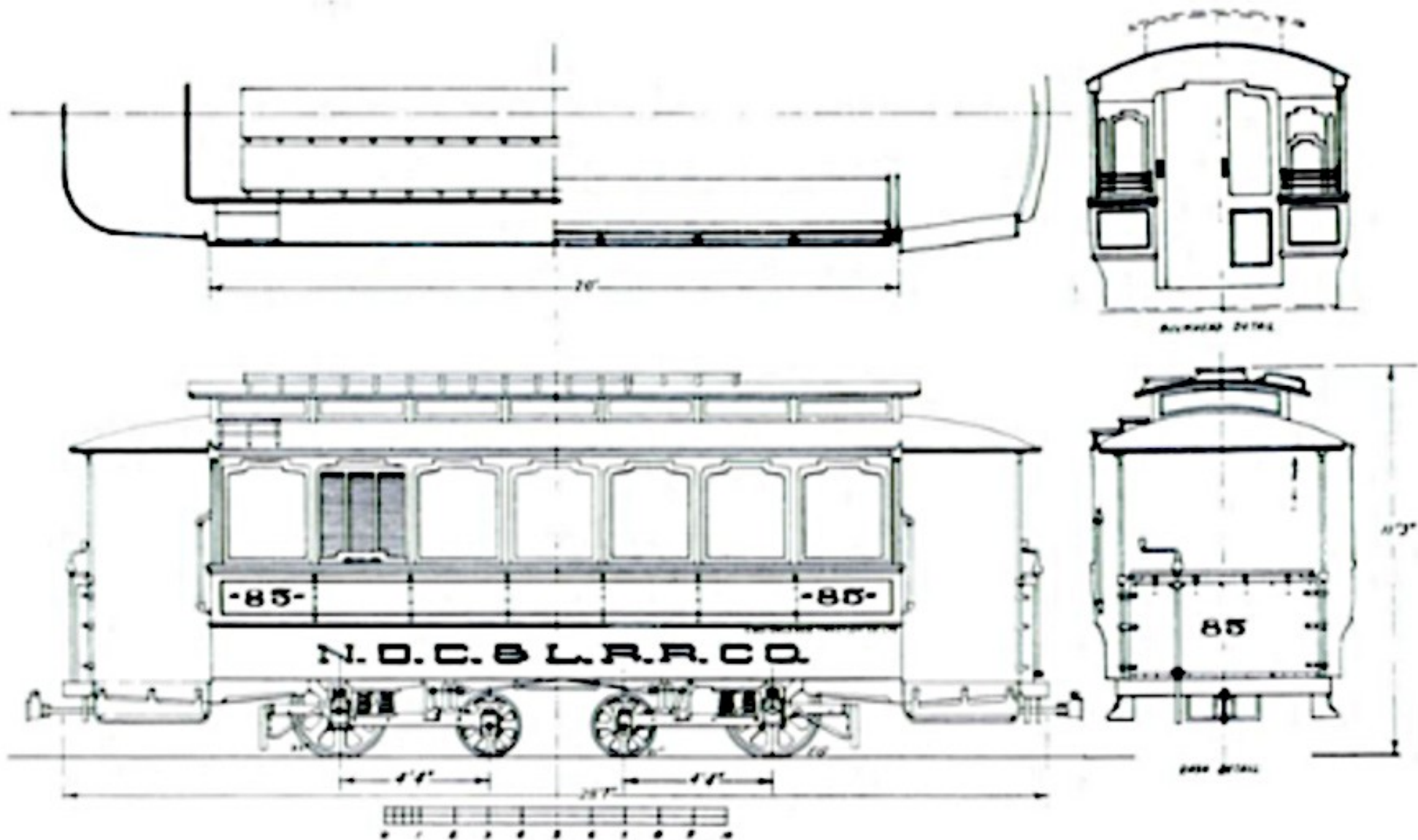


Electrification

Electric Streetcars on Napoleon



- 1893
- Power from Napoleon Yard
- Originally "1894 Brills"
- Later Ford, Bacon & Davis
- Napoleon Branch extended to Canal Street



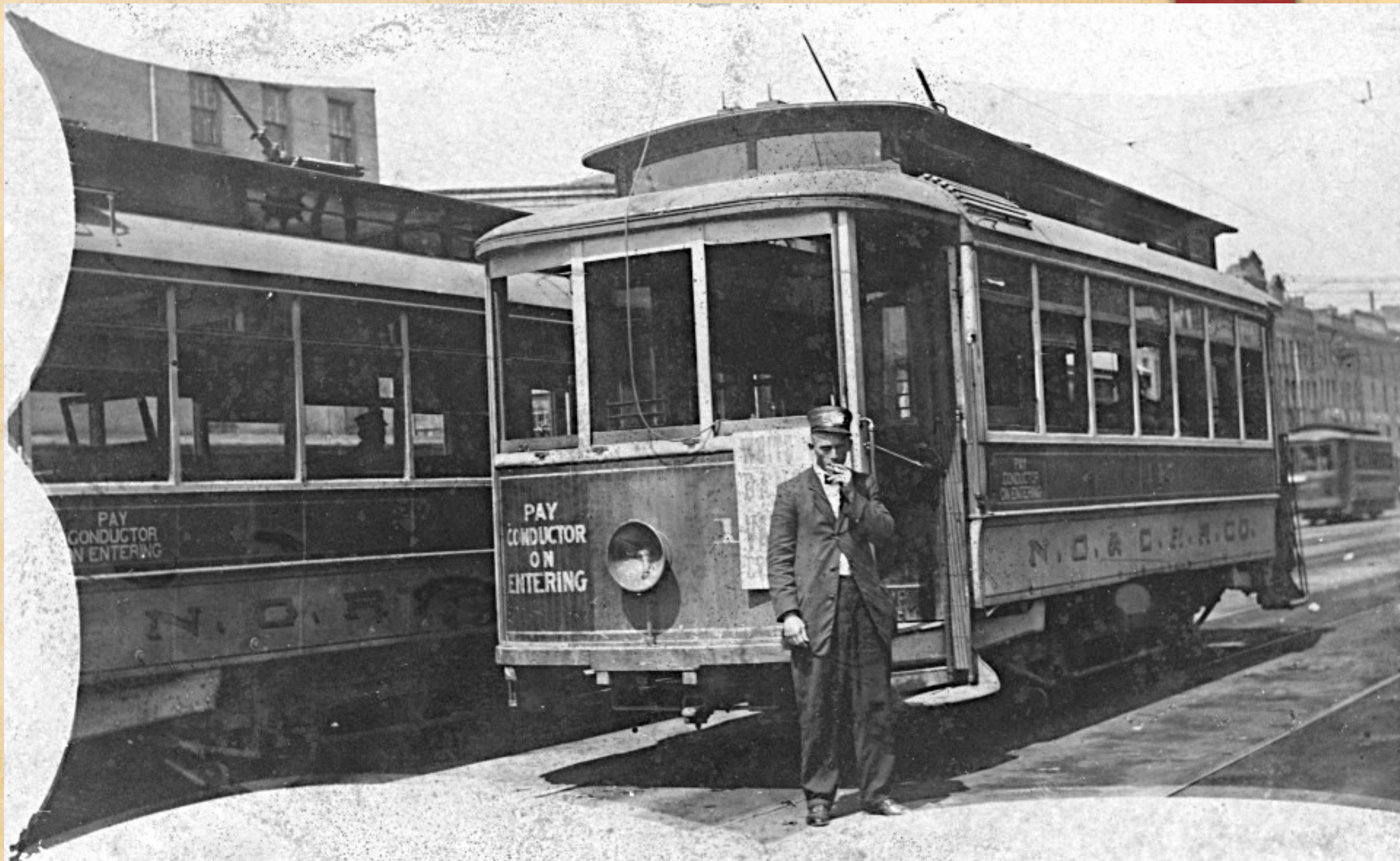
"THE 1894 BRILLS"

SPECIFICATIONS — Builder: Brill; Date: 1894; Length: 1-window, 30' 7"; 2-window, 30' 7"; Width: 7' 8"; Trucks: originally Brill 21-E "Eureka" maximum traction, later replaced by Brill 21-E, Lord Baltimore, and other types of singles; Motors: two GE 800 type (22 hp each)—with the 21-E trucks; Controls: K-18; Seats: longitudinal 1-window models seated 38, the 2-window types 32; Cost: 1-window models, \$1,810.81; 2-window models, \$1,890.26; Companies ordering: New Orleans Traction Co. Ltd. (New Orleans City & Lake RR. Co., Crescent City RR. Co.)

1894 Brill plans (NOPSI)



Napoleon Branch ran to Canal Street

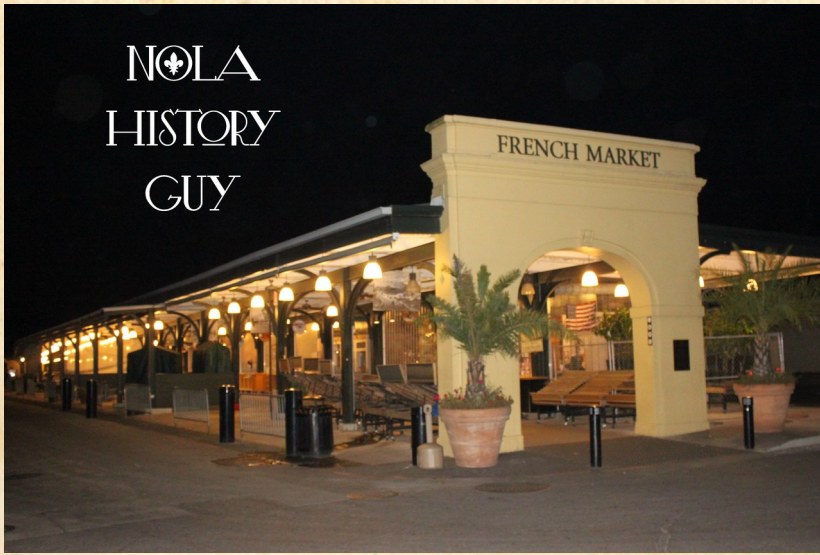


Napoleon Branch ran to Canal Street

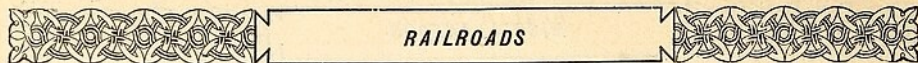


Napoleon Yard – First Electric Power

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„Royal Blue”



RAILROADS

SAFEST ..
FINEST

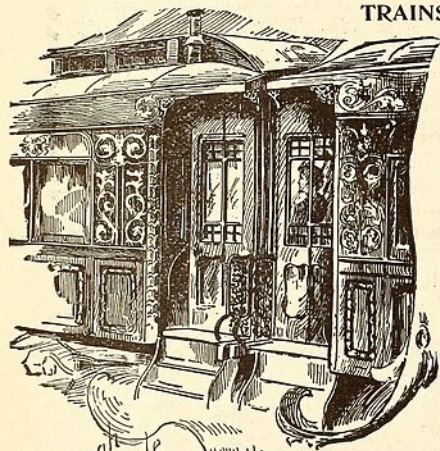


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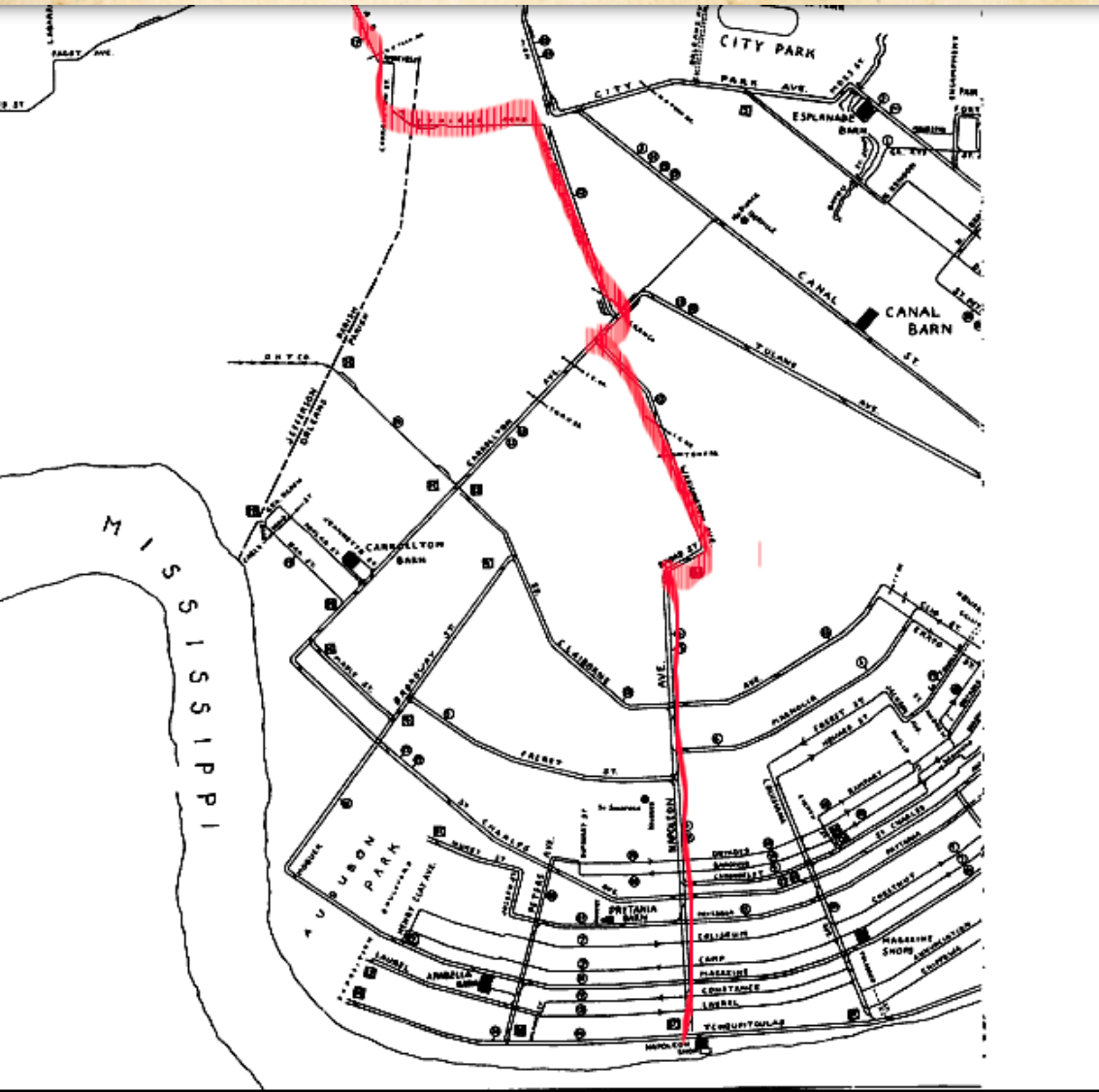
BALTIMORE, MD.

CHAS. O. SCULL
General Passenger Agent

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Baltimore & Ohio Railroad

The Napoleon Line



- 1903 - Orleans & Jefferson Rwy, then New Orleans & Pontchartrain Rwy. Absorbs “Branch” in 1906
- Up Napoleon to Broad & Washington
- Washington to Pontchartrain Blvd.



1923 Arch Roofs

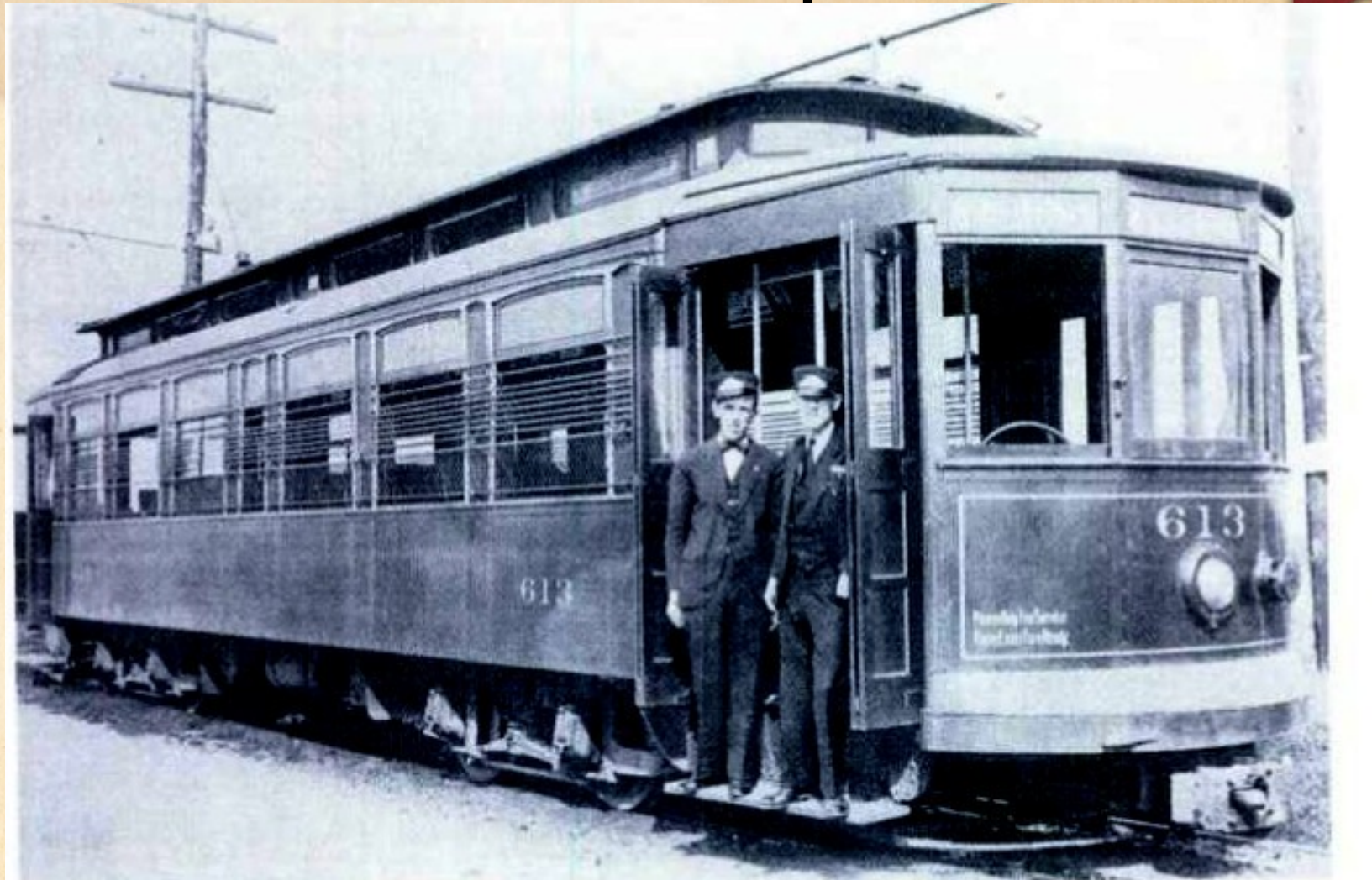


NPSI 937, Magazine & Napoleon, 1947

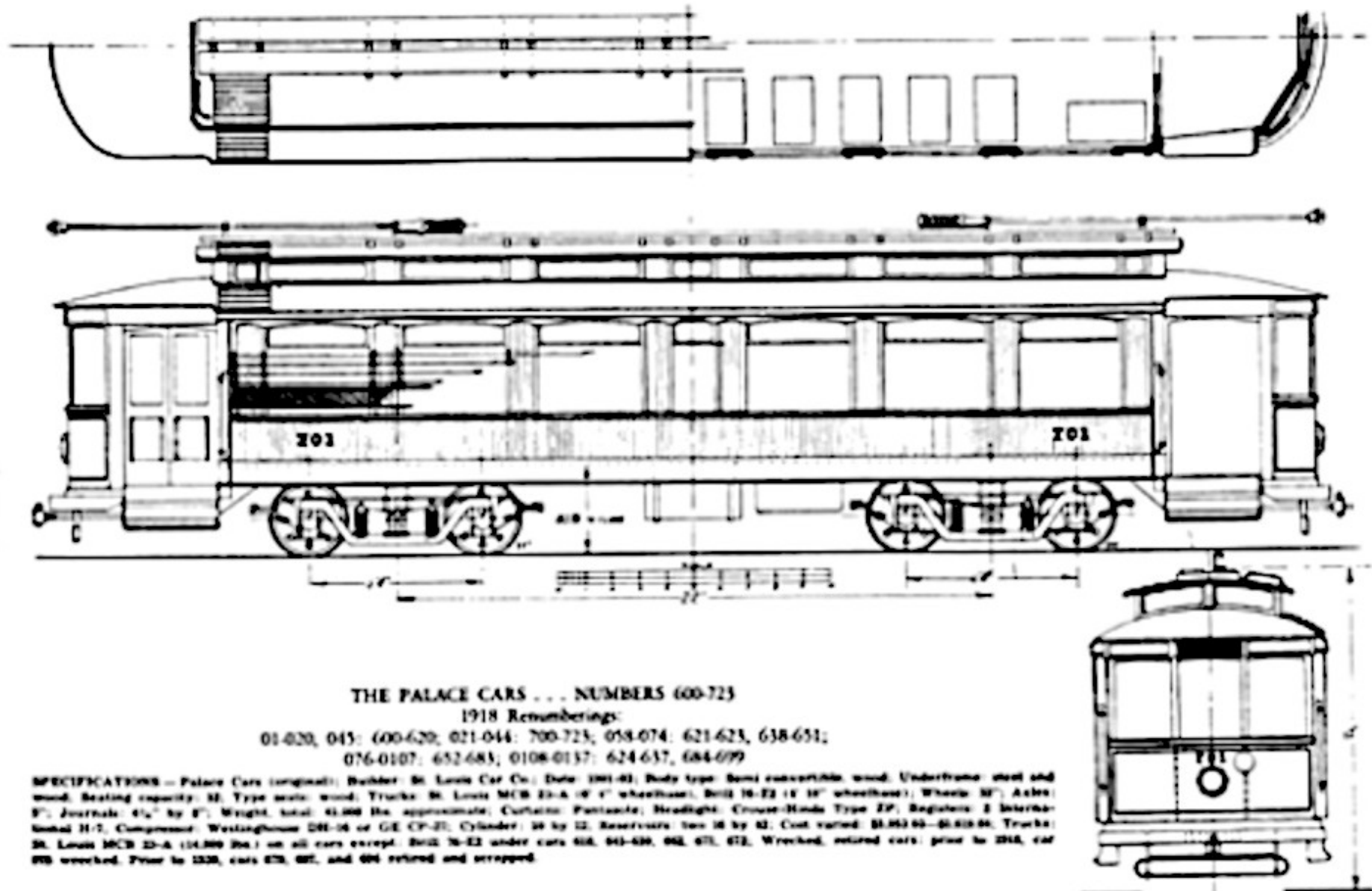


NOPSI 943 at Napoleon & Annunciation, 1949

“Palace” on Napoleon



St. Louis Car Company “Palace” cars used on
Napoleon, 1930-1935



Palace Car Plans (1918 Remodeling)

New Orleans Rwy & Lt

Route Changes



- Metairie extension converted to buses, 27-Dec-1934
- City service shortened to Washington and Carrollton, 5-July-1937
- Shortened again to Washington and Broad, 17-Nov-1940.
- 910 at Washington and Broad, 1940s

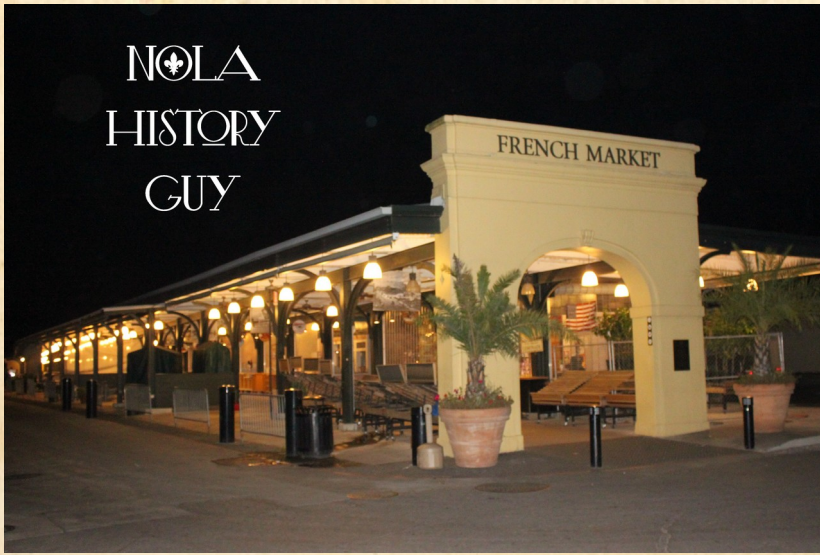


969 at Washington and Broad, 1949



Southern Baptist Hospital

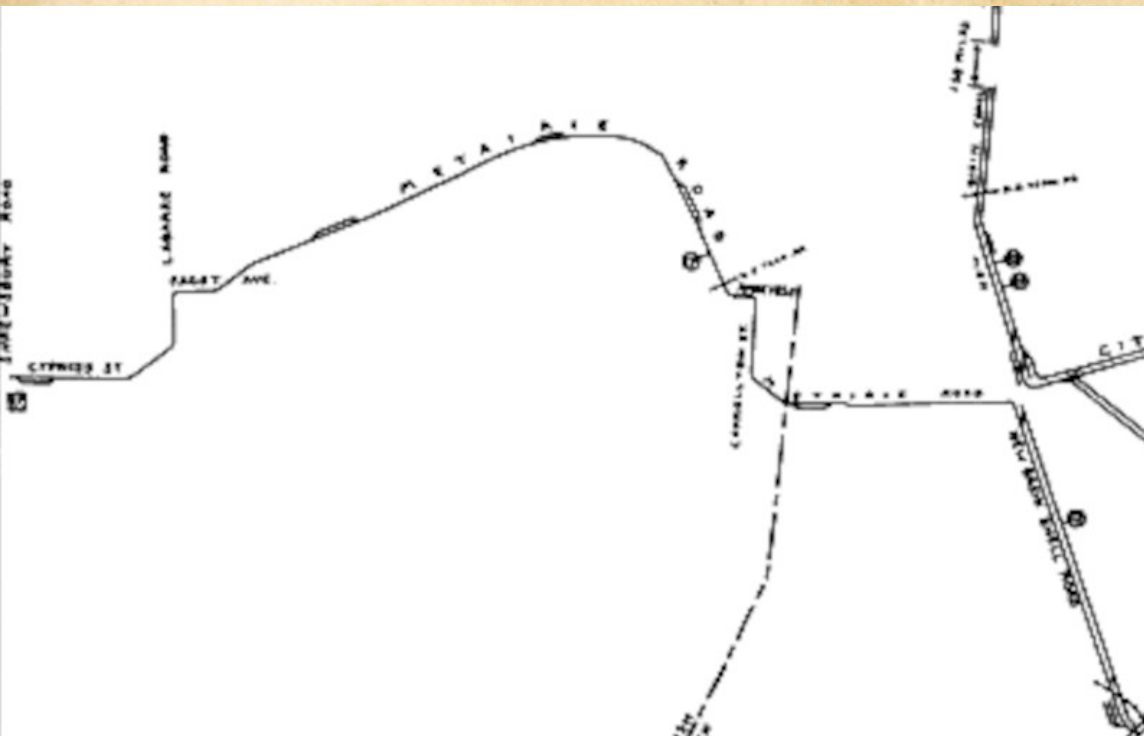
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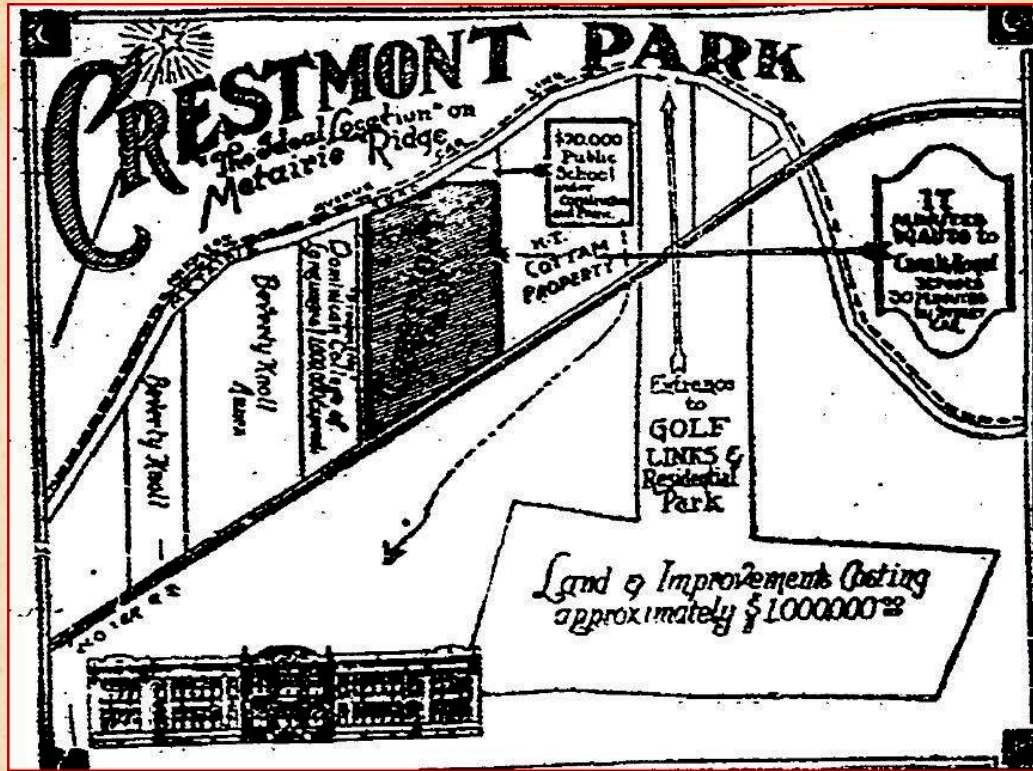
Metairie Extension

Metairie Extension

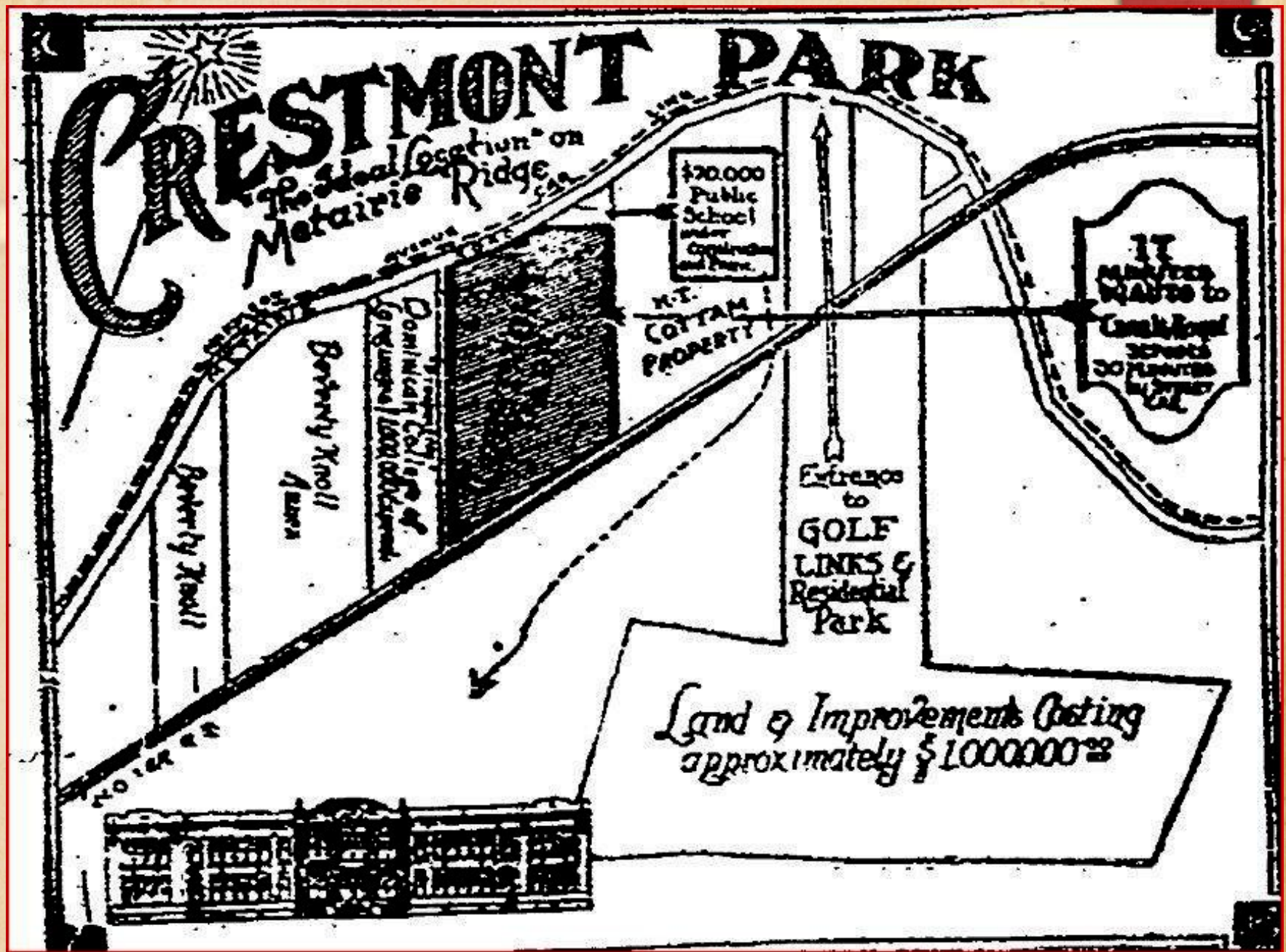
- 1903 – Extended to 17th Street Canal
- “Shrewsbury Extension” to Severn Ave. in 1915
- Longest line in New Orleans, 16.848 miles



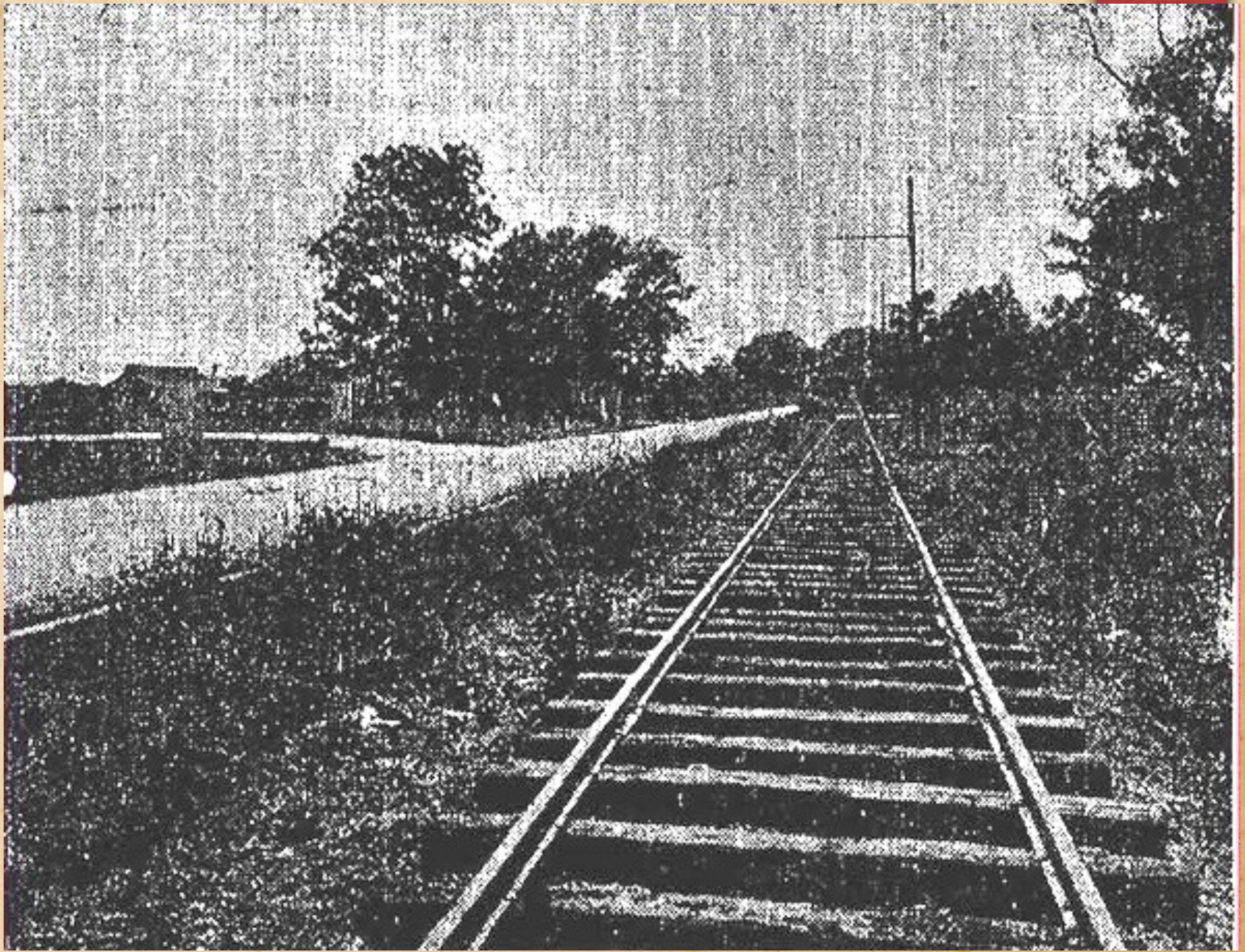
Metairie Extension



- Off-street, Single-track operation
- Passing siding in the 800 block
- Passing siding at Bonnabel Blvd.
- Ended with a terminal at Severn Avenue.



Crestmont Park Subdivision

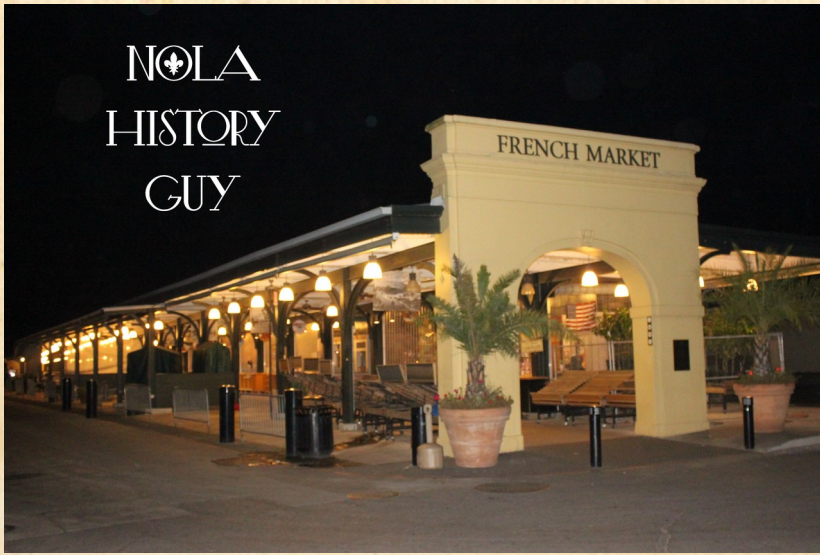


Crestmont Park Subdivision



Metairie Road, 1909

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Streetcars to Buses



MICHAEL STRAUCH Collection
www.streetcarmike.com

nopsi_white1775and1781_metairieandcodifer_jul161960_fhmethe_states.jpg

July 16, 1960 (via Streetcar Mike)



NOPSI Metairie Road, 1978



Track removal, 1954



The Beacon, 1954



nopsi_gmc40_napoleonandclaiborne_apr251973.jpg

 **MICHAEL STRAUCH Collection** 
www.streetcarmike.com

Napoleon & Claiborne Avenues, GMC, 1973

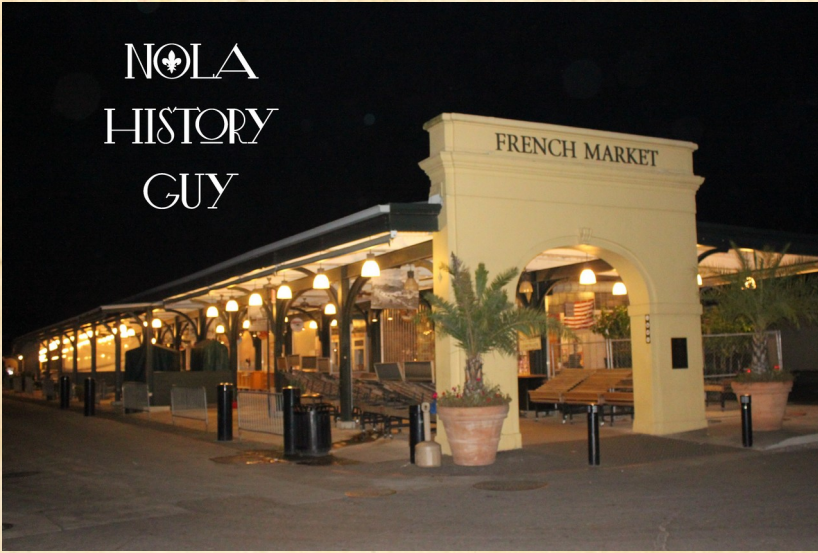


GMC, 1973



NORTA Route 9, Broad-Napoleon, 2024
(NORTA photo)

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Facilities



NOPSI "hoist car" at Napoleon Yard



Napoleon Yard, 1950

Will we see you there?

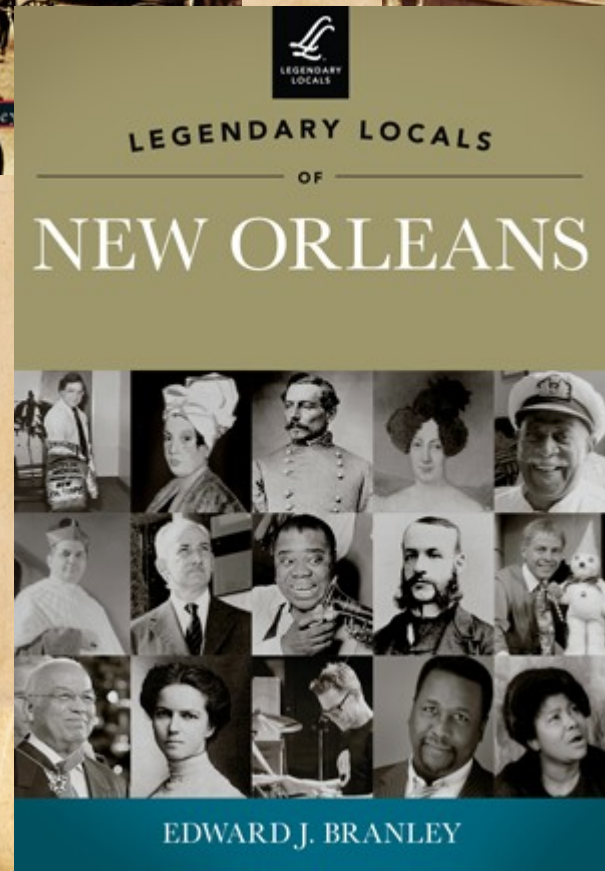
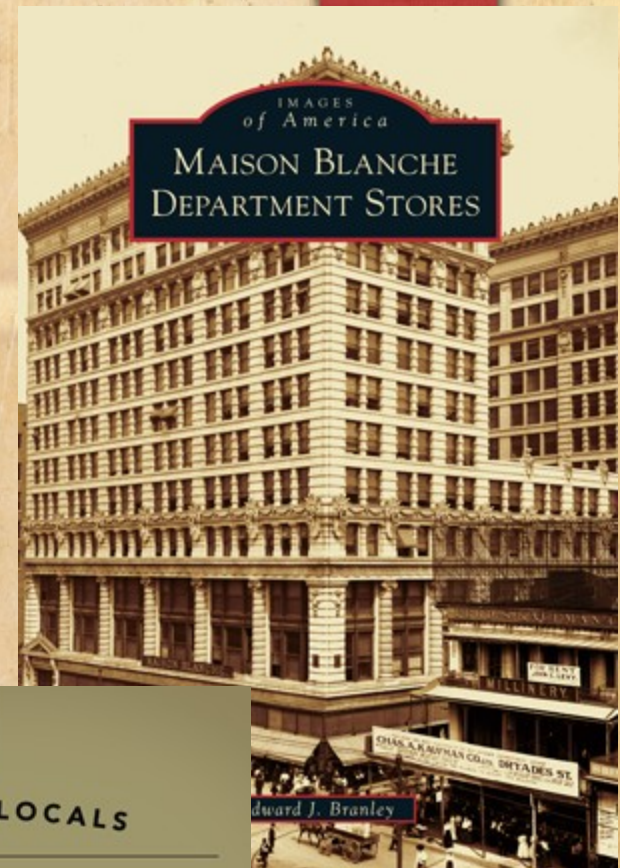
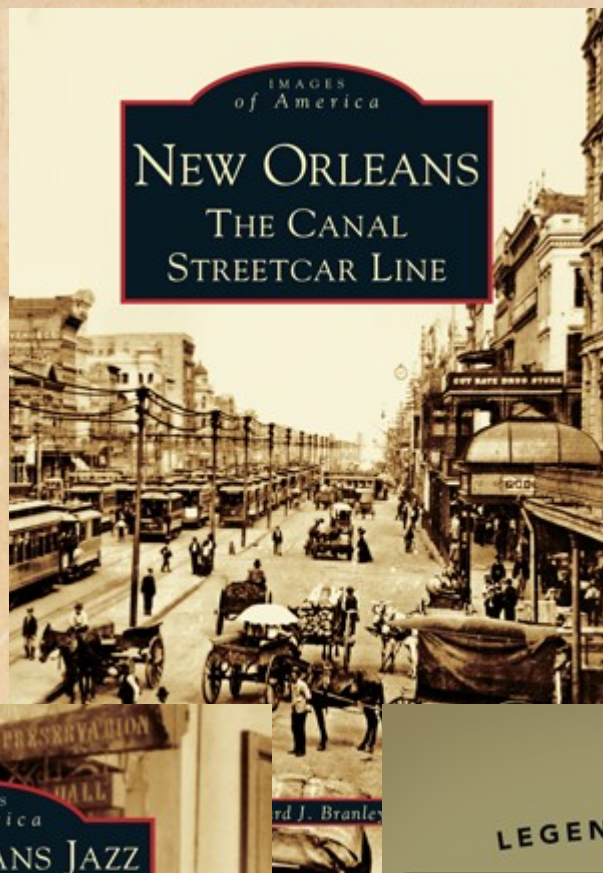
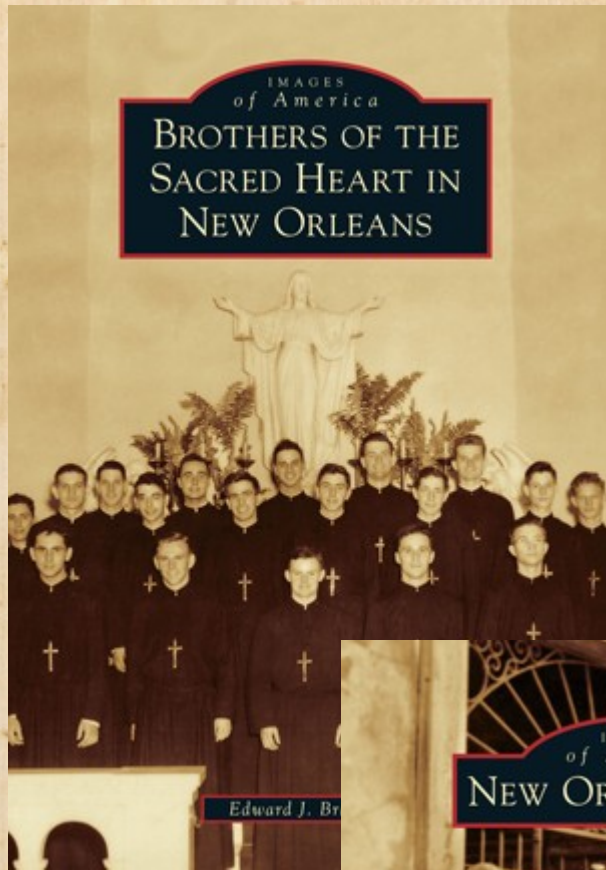
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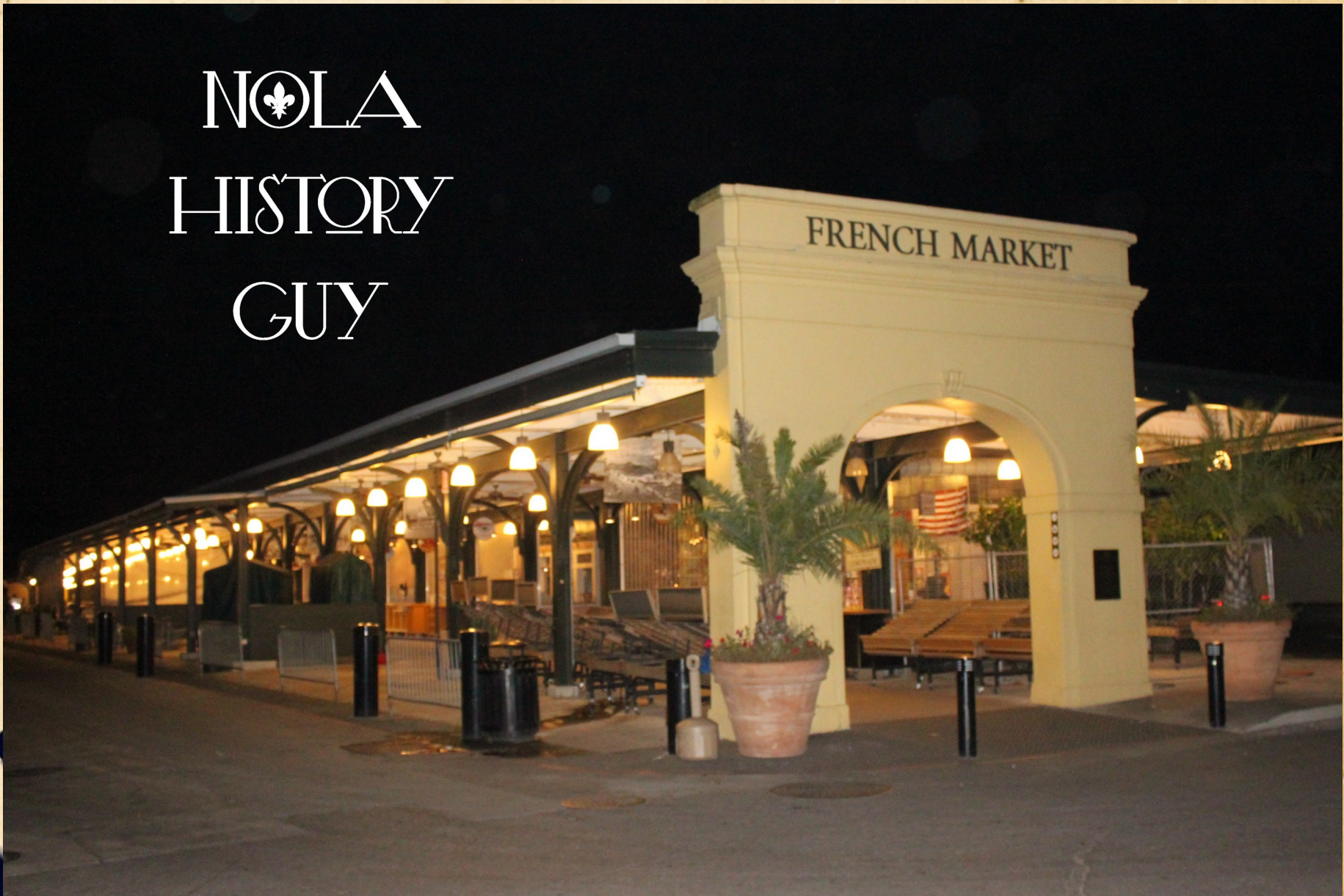
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