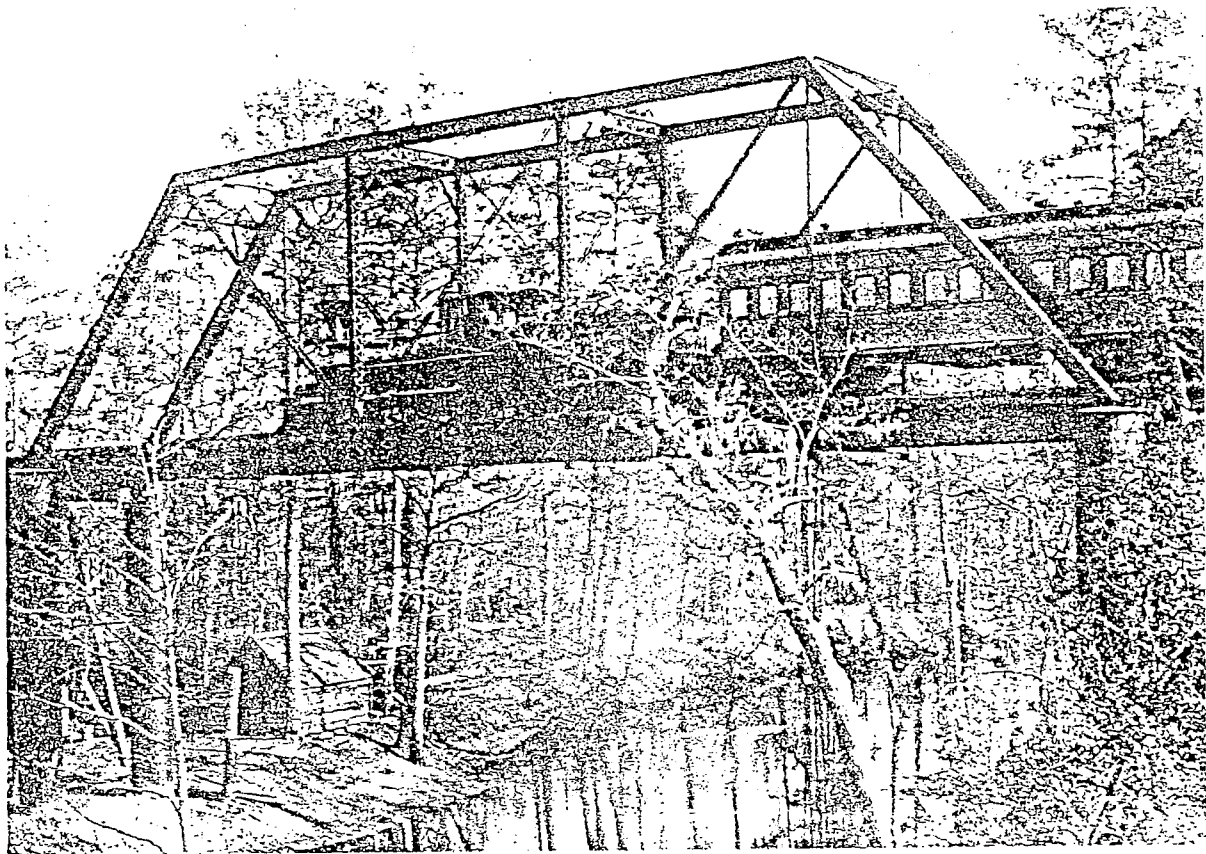


Rails to Weeds

*Searching Out the Ghost
Railroads Around Wilmington*

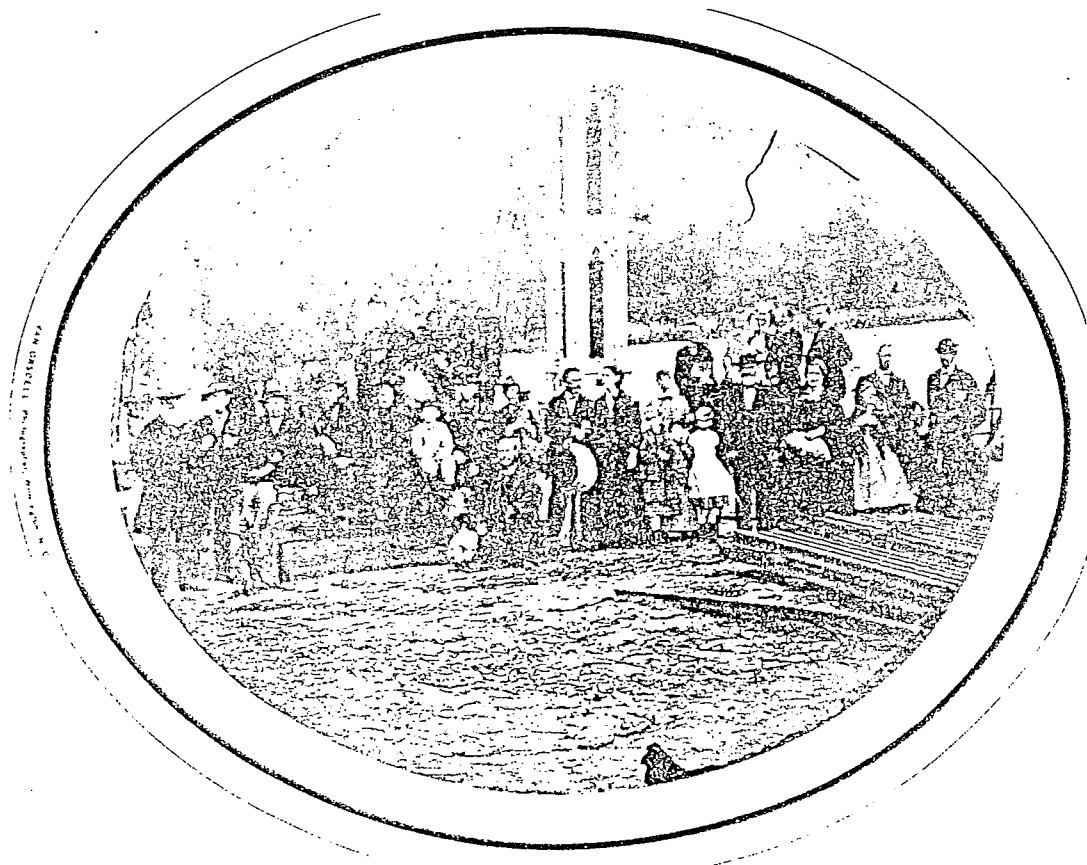


By: Charles Kernan

WPT - 10000

Rails to Weeds

*Searching Out the Ghost
Railroads Around Wilmington*

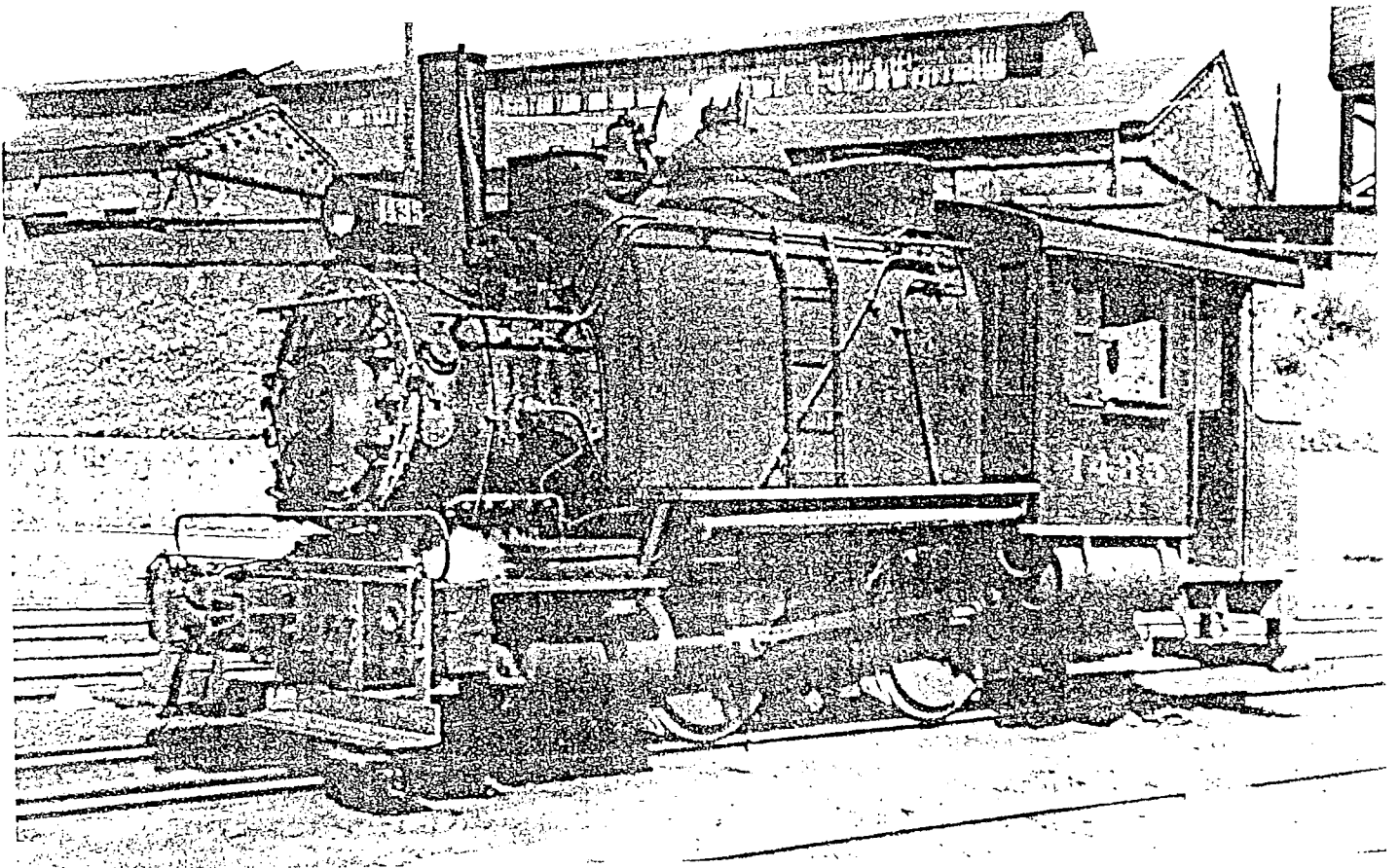


1) An inspection train crossing the Black River bridge north of Ivanhoe on the Cape Fear & Yadkin Valley Railway in 1890. (cover)

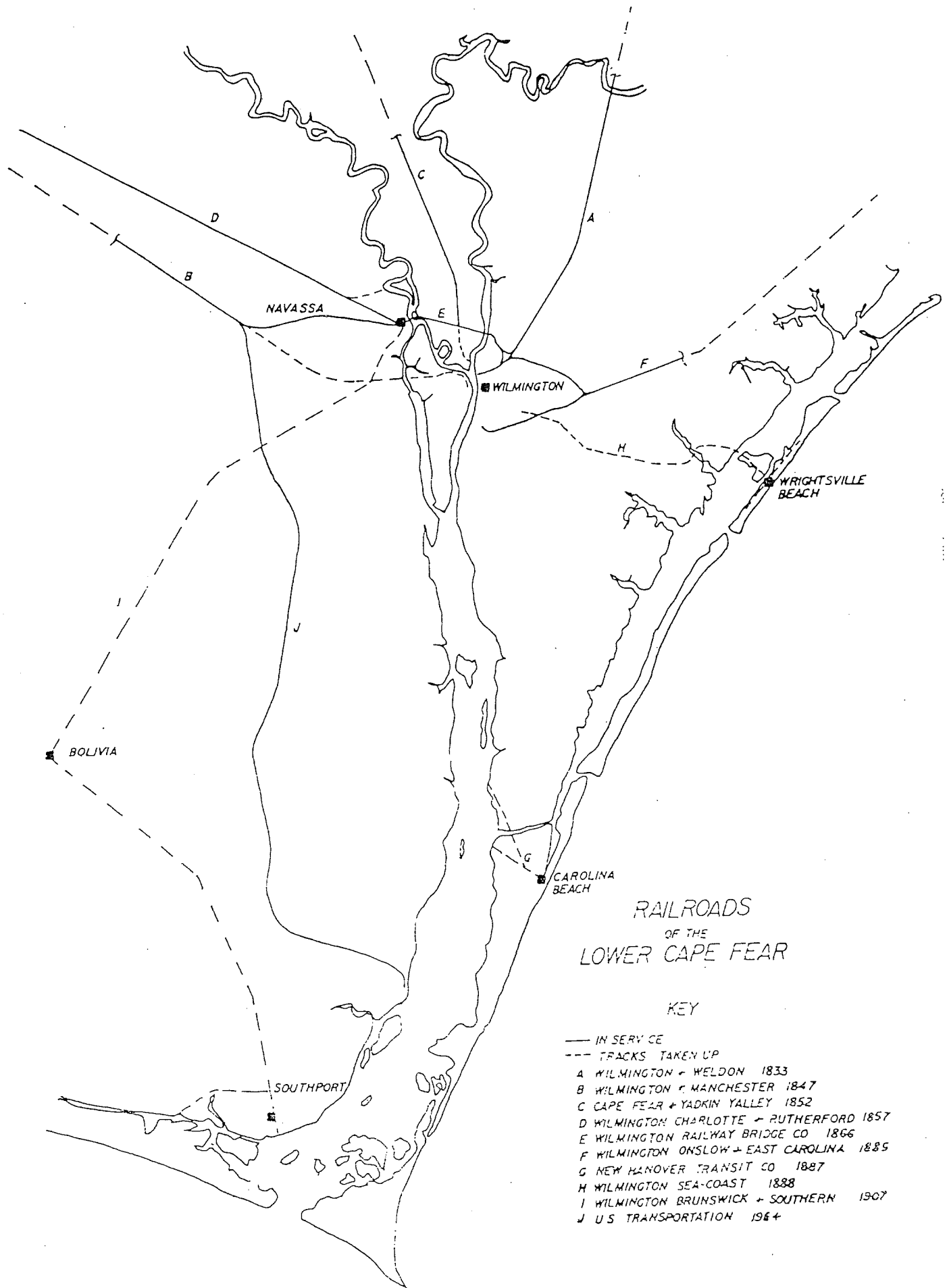
2) Quite a group came out for a look at the new bridge under construction at Hilton in 1867.

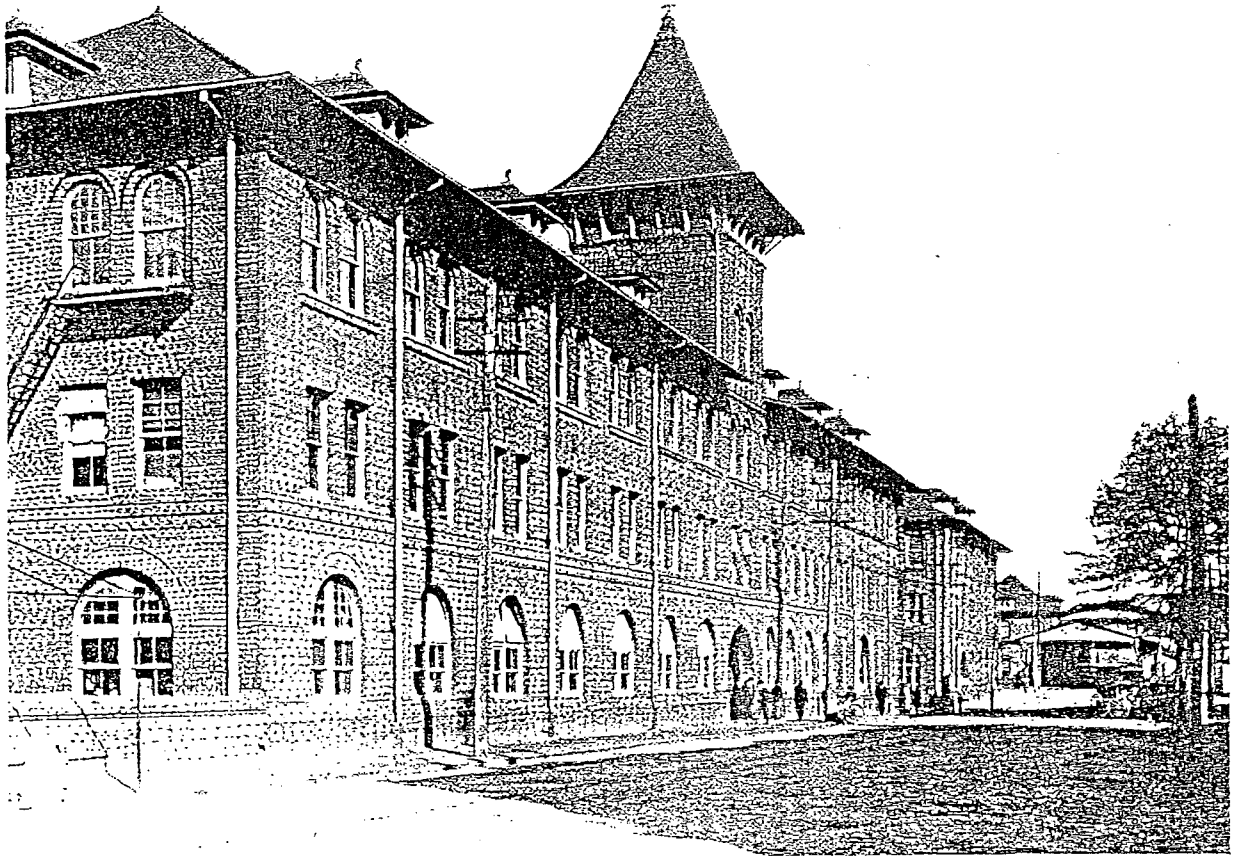


3) This class 0-4-2 tank engine was built by the Baldwin Locomotive Works for the Ocean View Railroad of Wrightsville Beach in 1889. She was brought to Wilmington on May 8, from Philadelphia, and put into service May 21.

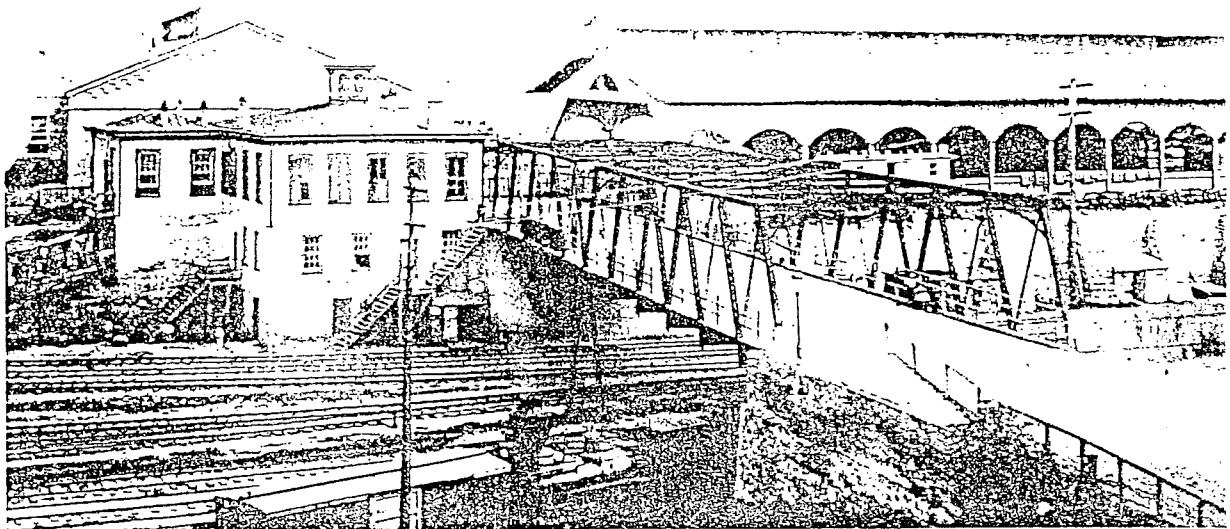


4) ACL # 1435 started life in 1905 as a freight dummy locomotive, switching the riverfront in Wilmington. Stripped of her dummy streetcar shell, and renumbered from 435 to 1435 in 1914 she was a fixture on the riverfront until 1950. Shown here, with the ACL shops in the background, in 1938.





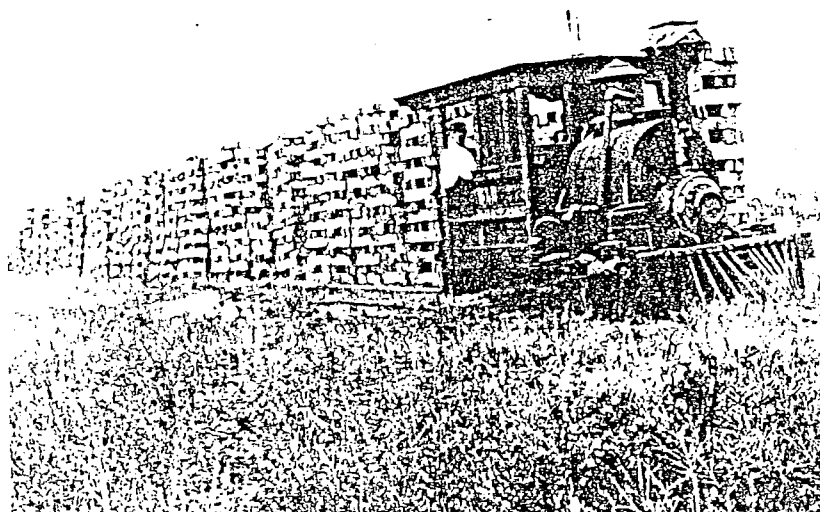
5) Looking north on Front Street toward Red Cross Street, Atlantic Coast Line General Office buildings "A" (with spire) and "B" along with the passenger concourse (at the end of the street) are shown after completion ca. 1905.



6) Passengers in this ca. 1880 photo crossed the bridge over the cut leading to the lower yard (riverfront) to board their train in the train shed beyond.

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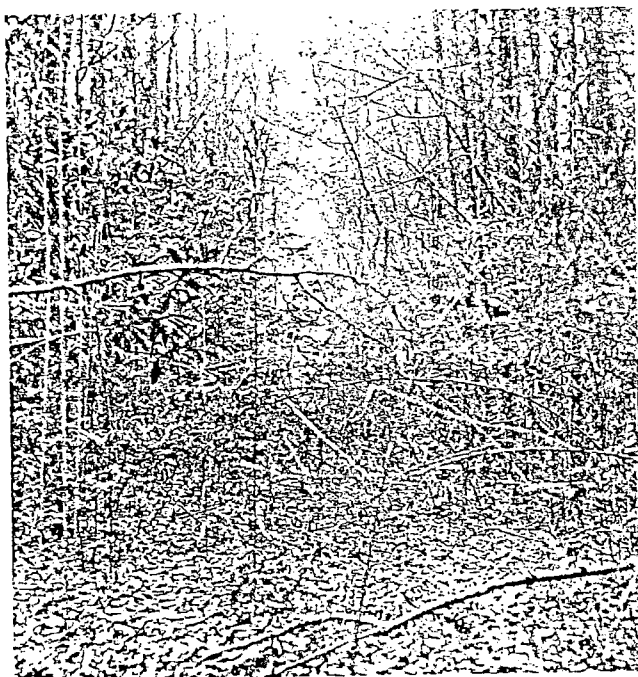
7) While this book may give the impression that only a few railroads were in operation around Wilmington, many private logging railroads were active. Here is a picture of the Kure Lumber Company's locomotive hard at work in Kure Beach in 1920.

INTRODUCTION

Mud, cat briers, mosquitoes and dusty books are all part of the adventure of searching out the stories behind the long lost "ghost railroads" in the Wilmington area. This short guide is intended to provide the reader with a quick history of these railroads and for the more adventuresome, a chance for their own discoveries.

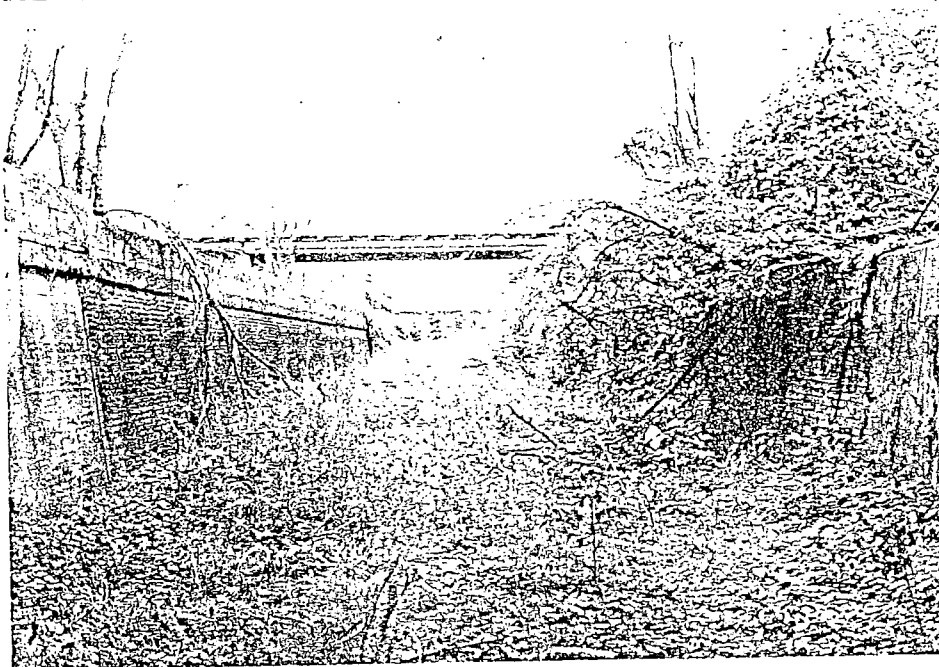
The detailed right-of-way maps were traced from US Geological Survey 7.5 minute series quadrangle maps and reproduced at either full or half scale. All the information on these maps is correct through the winter of 1987-1988.

Charles Kernan
Wilmington, NC



8) A view of the Cape Fear & Yadkin Valley Railway just north of its junction with the Wilmington Railway Bridge Company's tracks. Here the right-of-way is an elevated causeway just above the cypress swamp.

9) Running north from under third street bridge these brick walls capped with granite defined the Wilmington & Weldon's cut from the river (lower yard) to Smith Creek Yard and on to Weldon.



WHY RAILROADS IN WILMINGTON

In February 1739 the General Assembly of the colony of North Carolina passed a bill creating the town of Wilmington, honoring Spencer Compton, Earl of Wilmington, a close friend of Colonial North Carolina Governor Gabriel Johnston. Then, as now, Wilmington was centered on a bluff overlooking the confluence of the two Cape Fear Rivers.

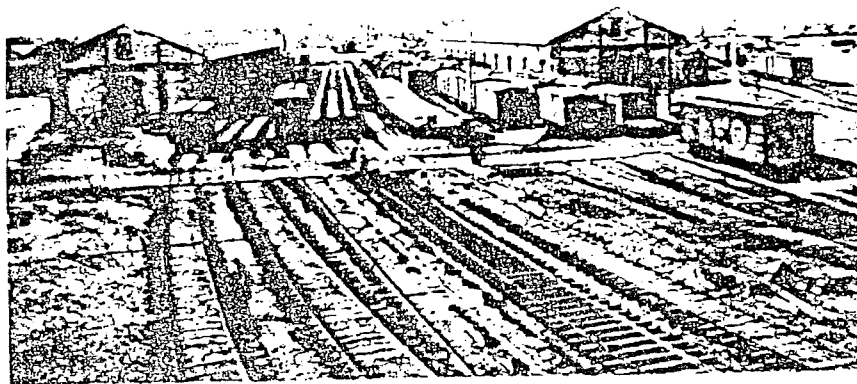
After the establishment of Wilmington, government functions and the Episcopal parish of St. James moved there from Brunswick, which was nearer the mouth of the river. Almost immediately Wilmington became the state's most important port and largest city; partly because the Cape Fear River provided an excellent harbor, partly because of the existing population of the area and easy access to settlements upriver toward Fayetteville, but mainly because of products from the surrounding pine forests. They provided tar, pitch and turpentine, along with rosin - naval stores of primary importance to Britains' fleet. North Carolina led the world in the production of naval stores from the 1720's to the 1870's. Lumber mills, shipbuilding and repair yards, and tar and turpentine distilleries all followed as important businesses.

As Wilmington grew, the ability to trade with areas further inland and then rapid movement of goods to other parts of the country became vital. Both of these goals were met by the railroads. Starting with the Wilmington and Raleigh Railroad in 1835, eventually there would be four major railroads, two minor ones, and an extensive network of street railways around the city and to the beaches.

The Civil War was the first time railroads were an important factor in warfare. With Wilmington being the pre-eminent Southern port remaining open during the war, cotton became an important export, earning money for the Southern cause. The direct link with Richmond via the Wilmington and Weldon Railroad supplied Lee's army with most of their supplies. When Wilmington fell in February of 1865, Lee's army and the war were doomed.

After the Civil War, cotton and naval stores brought by the railroads fueled the city's growth and kept it the state's largest city into the 1900's.

Eventually the Atlantic Coast Line Railroad completed its consolidation, begun in the 1860's, of roads up and down the Atlantic coast and built its headquarters here. With control of most of the railroads in the southeast the ACL could live up to its claim to be the "Standard Railroad of the South", with Wilmington at its center.



A. C. Line Yards.

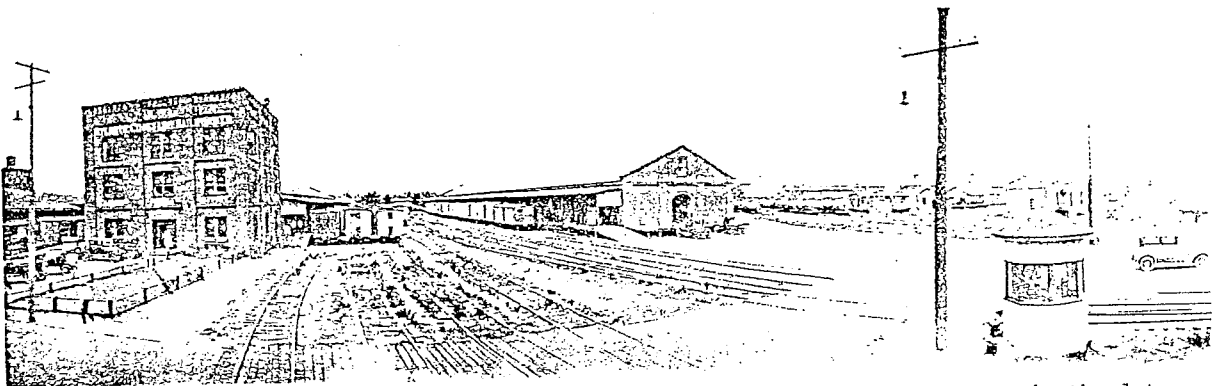
WILMINGTON AND WELDON RAILROAD

Originally chartered as the Wilmington and Raleigh Railroad to connect these two cities, it actually was built 161 miles from Wilmington to Weldon, North Carolina in 1840 when the citizens of Raleigh did not support it. The name was finally changed in 1855 to the Wilmington and Weldon Railroad (W&W) to reflect its true route. By the late 1800's the W&W stretched from Columbia, South Carolina to Weldon and was the largest railroad in the area.

In 1900 all the railroads first known as the "Weldon Route", then the "Atlantic Coast Line" were merged to form the Atlantic Coast Line Railroad (ACL). The ACL was headquartered in Wilmington from 1900 to 1960, and was extremely important to the growth and economy of the region.

Major acquisitions by the ACL over the years included stock control of the Louisville and Nashville Railroad, purchase of the Plant System of Railroads in Florida, and the leasing of the Clinchfield. The merger of the ACL and the Seaboard Air Line (SAL) to form the Seaboard Coast Line (SCL) occurred in the summer of 1967. A further consolidation of the SCL and its holdings became the Seaboard System Railroad in 1982, and finally, with the Chessie System, CSX in 1986.

Abandonment of the W&W north of the Northeast Cape Fear River to Wallace was accomplished in 1986.



11) The Atlantic Coast Line freight warehouses and office were busy places in the late 1920's as the local merchants came to pick up their shipments.

10) (Previous Page) Built in 1876 by the Wilmington Columbia & Augusta RR (on the left) and the Wilmington & Weldon RR (on the right) these identical freight warehouses served Wilmington until 1987. They have been restored as part of the Coast Line Inn & Convention Center complex. See photo number 11 for a later view of these warehouses.

WILMINGTON AND MANCHESTER RAILROAD

In 1854 the Wilmington and Manchester Railroad (W&M) completed 163 miles of track from its terminal on Eagle Island across the Cape Fear River from Wilmington (where the USS North Carolina sits today) to a junction with the South Carolina Railroad near the east end of the Wateree River Bridge, nine miles from Kingville, South Carolina. The steamer, Step and Fetch It, furnished the connection across the Cape Fear River to Wilmington.

The reasoning behind the W&M was to divert traffic from Central South Carolina to Wilmington so it was built to the five-foot gauge of track used by the South Carolina Railroad. Not much trade was diverted from the ports of Charleston or Savannah but large quantities of lumber and naval stores moved to Wilmington.

In 1866 a joint venture between the W&M and the Wilmington, Charlotte, and Rutherford Railroad called the Wilmington Railway Bridge Company (WRyBCo) was chartered to build a bridge over both rivers between Navassa and Hilton north of Wilmington. When completed, the tracks of both railroads were extended to Navassa. The W&M eventually abandoned its old main line from just west of Leland across the Brunswick River and on to Eagle Island sometime before 1892. The WRyBCo lasted as an independent company, jointly owned by the ACL and the Seaboard Air Line Railway, until 1957 when the charter ran out.

Receivership befell the W&M in 1868 and reorganization took place in 1870 as the Wilmington, Columbia and Augusta Railroad (WC&A). In one day in 1886 the five-foot gauge WC&A, and all the other railroads in the South, were converted to standard, 4 feet 8.5 inches, gauge.

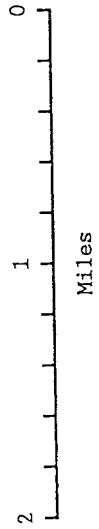
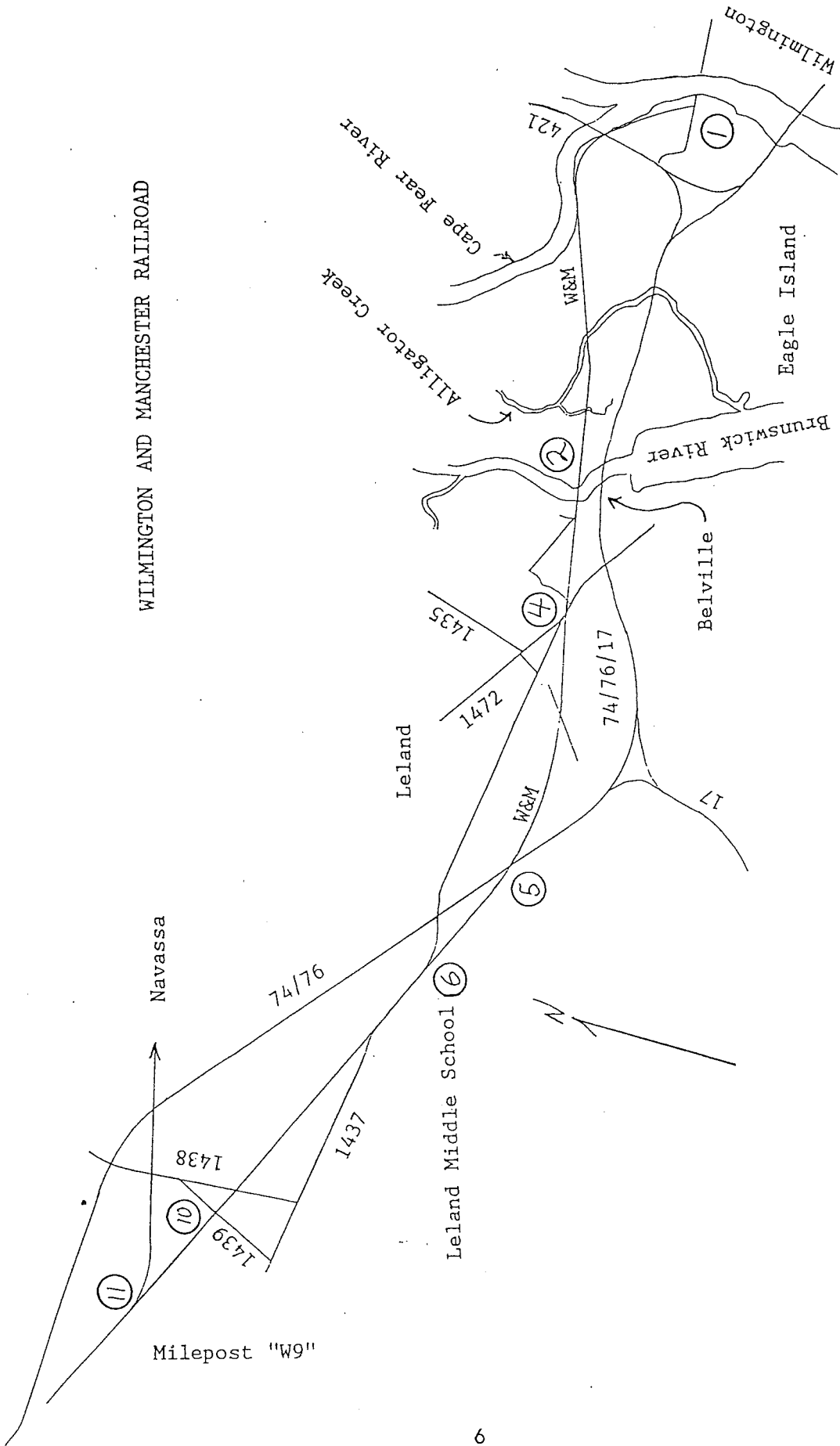
The WC&A was purchased by the Wilmington and Weldon Railroad in 1885 but maintained its identity until 1898 when it was consolidated (with other South Carolina roads) into the Atlantic Coast Line Railroad of South Carolina, to become part of the Atlantic Coast Line Railroad proper in 1900.

Wilmington and Manchester Railroad

Key to Map

- 1) Eagle Island terminal (USS North Carolina) - This was the end of the line until after the Civil War.
- 2) At low tide look for pilings in the Brunswick River at the point of land on Eagle Island just north of the "USS Belville" (old barge).
- 3) From the Brunswick River to the intersection of Roads 1464 and 1463 the right-of-way is marked by a hedge and a row of trees.
- 4) The back property line of McDonald's is on the right-of-way.
- 5) On Highway 74-76 the right-of-way crosses the road at the lake on the south side two reflectors east of the "Bolivia Next Right" sign.

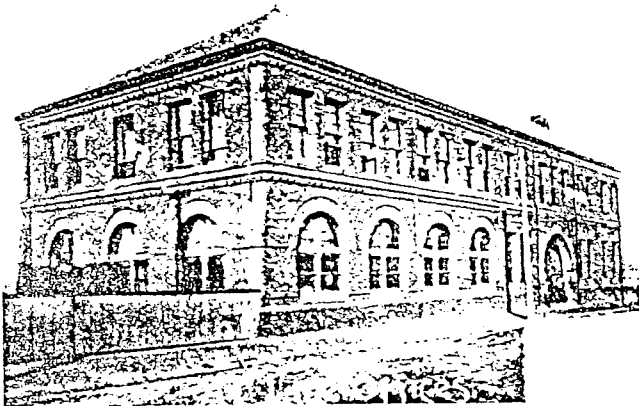
WILMINGTON AND MANCHESTER RAILROAD



- 6) Just east of the Leland Middle School on Road 1437 there is a concrete survey monument on the right-of-way directly under the power line about 100 feet south of the road. The railroad grade is a hump about one foot high and ten feet wide.

Standing next to the woods at the east entrance to Leland Middle school, face west, sight down the center of the eastbound lane of Road 1437, and you will be on the right-of-way. Look in the woods behind you for the telltale hump of the grade.

- 7) Heading westbound, the road turns left while the railroad continues straight past the Hall-Waddell Cemetery.
- 8) The right-of-way intersects the end of Road 1466 and runs on the north side of it.
- 9) There is not much to see at Road 1438 - a ditch on either side angled to the road and the edge of a field on the east side.
- 10) The crossing of Road 1439 is marked by a highway right-of-way marker on the east side and what looks like an abandoned road (totally overgrown) to the west. Brock's Trailer Park uses the right-of-way as its southern property line.
- 11) At Milepost 253 (9 miles from Wilmington) the old right-of-way continues straight east as the current track curves north to Navassa. The United States Government Railroad to Sunny Point also connects here. Take Road 1494 off US 74/76.



- 12) In the late 1800's the headquarters of the Wilmington, Columbia & Augusta RR and the Wilmington & Weldon RR were located at the corner of Front and Red Cross Streets in this handsome two story building. Photo number 5 shows how this building ultimately looked as Atlantic Coast Line office building "A".

- 13) You are at Leland Middle School (point 6 on the map) looking west down the Wilmington & Manchester RR toward Florence.



WILMINGTON, CHARLOTTE, AND RUTHERFORD RAILROAD

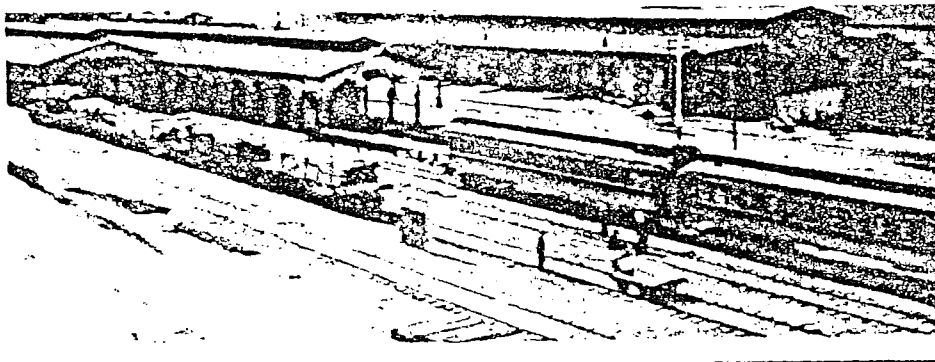
The Wilmington, Charlotte, and Rutherford Railroad (WC&R) was chartered in 1855 to build a railroad from Wilmington toward Charlotte. This line was originally envisioned as an "air line", or straight line, 272 miles from Riverside on the Cape Fear River just upstream from Navassa (Wilmington) to Rutherfordton. When construction began it was noticed that the original alignment would take the road into South Carolina, so the line's direction had to be changed to an air line to Charlotte. One final adjustment of 1.5 degrees was made at East Arcadia to line up with Charlotte. The beginning of the Civil War brought about the abandonment of the air line ideal, as speed and cost of construction became overriding considerations. The 78.8 mile stretch from East Arcadia to Laurel Hill is the longest straight stretch of track in the United States. By 1861 the tracks had reached Rockingham from Riverside.

In 1867 the WC&R extended its tracks to Navassa and, as a one-half owner (with the Wilmington and Manchester Railroad) of the Wilmington Railway Bridge Company, entered Wilmington. The year 1873 saw the WC&R reorganized as the Carolina Central Railway. The next year the tracks entered Charlotte, then Shelby. Again in 1880 the Carolina Central Railway was reorganized as the Carolina Central Railroad (CCRR). The CCRR was controlled by what was to become the Seaboard Air Line Railway. An extension to Rutherfordton in 1887 saw the CCRR finally live up to its original corporate name. Final merger into the Seaboard Air Line Railway occurred in 1900.

Wilmington, Charlotte, and Rutherford Railroad

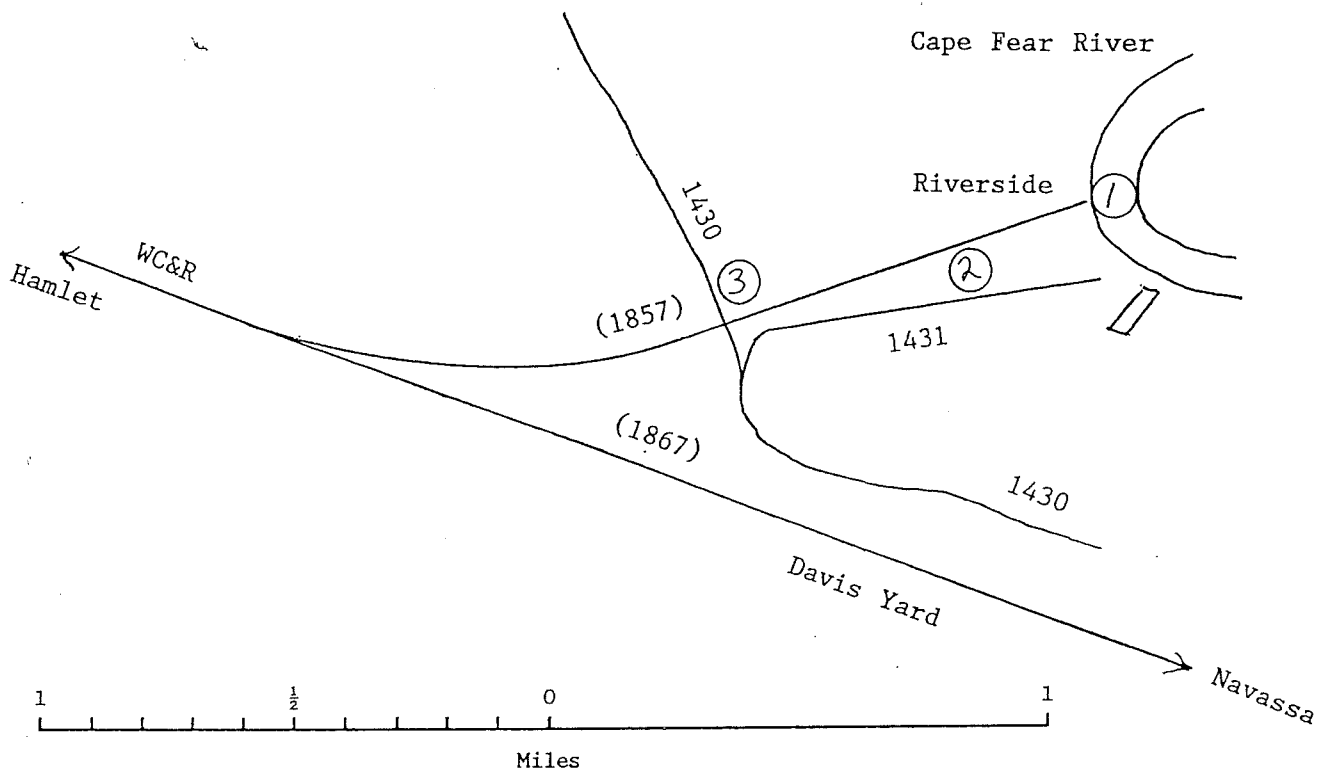
Key to Map

- 1) On the riverfront a 300-foot long line of piles parallel with the shore marks the old wharf. From the river a 50-foot wide causeway crosses the cypress swamp to dry land.
- 2) A deep cut marks the right-of-way in the woods from fifty to two hundred yards north of Road 1431. It is most easily seen at the river where it is twenty feet deep and fifty feet wide. About halfway to Road 1430 it comes up to ground level and is difficult to find.
- 3) At Road 1430 the right-of-way crosses between the first two houses on the south side of the road.



Carolina Central Depot and Yards.

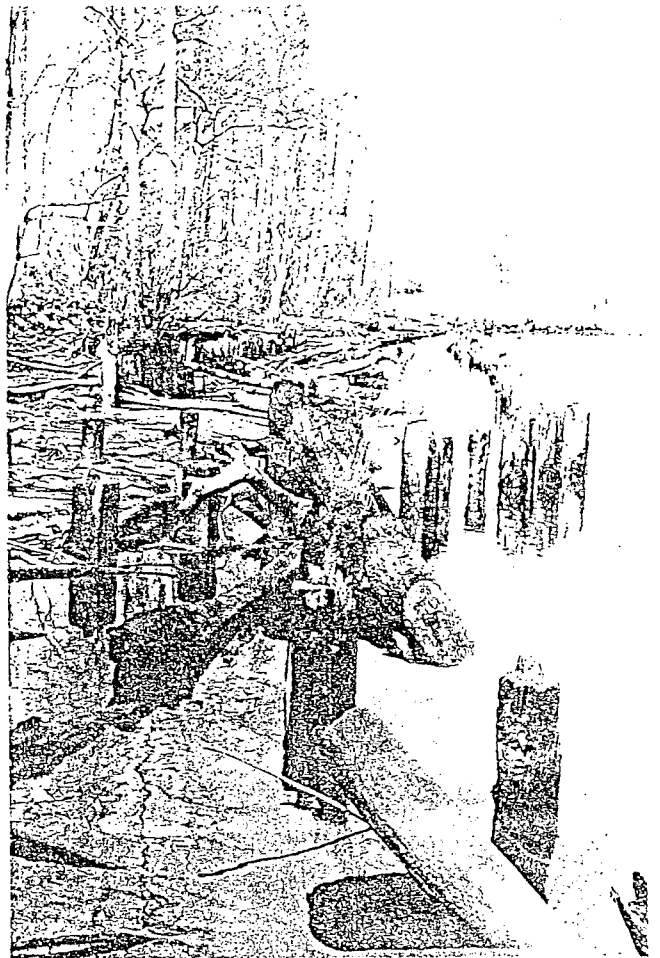
WILMINGTON CHARLOTTE AND RUTHERFORD RAILROAD



COPY - NCUD 1

14) (Left) At the foot of Brunswick Street the depot and yards of the Carolina Central RR once stood as shown in this late 1800's photograph.

15) (Right) A view of the wharf at Riverside as it looks today. This photo was taken at low tide, so plan your trip with the tides in mind.



CAPE FEAR AND YADKIN VALLEY RAILWAY

Begun as the Western Railroad, a 42-mile coal-hauling road from the Cape Fear River at Fayetteville to Egypt (Cummock) completed in 1861, the Cape Fear and Yadkin Valley Railway eventually stretched from Wilmington to Mount Airy.

The Western RR was important as a supplier of coal during the Civil War. After the war the Western RR began to grade roadbed north to Greensboro. In 1879 the Western RR absorbed two other "paper" railroads to become the Cape Fear And Yadkin Valley Railroad (CF&YV). Grading was completed to Greensboro.

In 1883 the CF&YV Railroad was reorganized into the Cape Fear and Yadkin Valley Railway and completed a southern extension from Fayetteville to Bennettsville, South Carolina in 1884. The western extension to Mount Airy was completed in 1887, while 1890 saw the main line reach Wilmington at Point Peter.

The CF&YV was sold under foreclosure in 1898 to the Southern Railway and renamed the Atlantic and Yadkin Railway. Immediately the 175 miles south of Sanford was sold to the Wilmington and Weldon Railroad while the northern portion stayed with the Southern Railway.

Abandonment of the section at Point Peter occurred soon after, while the portion north of the New Hanover County line was abandoned in 1973 by the Seaboard Coast Line.

Cape Fear and Yadkin Valley Railway

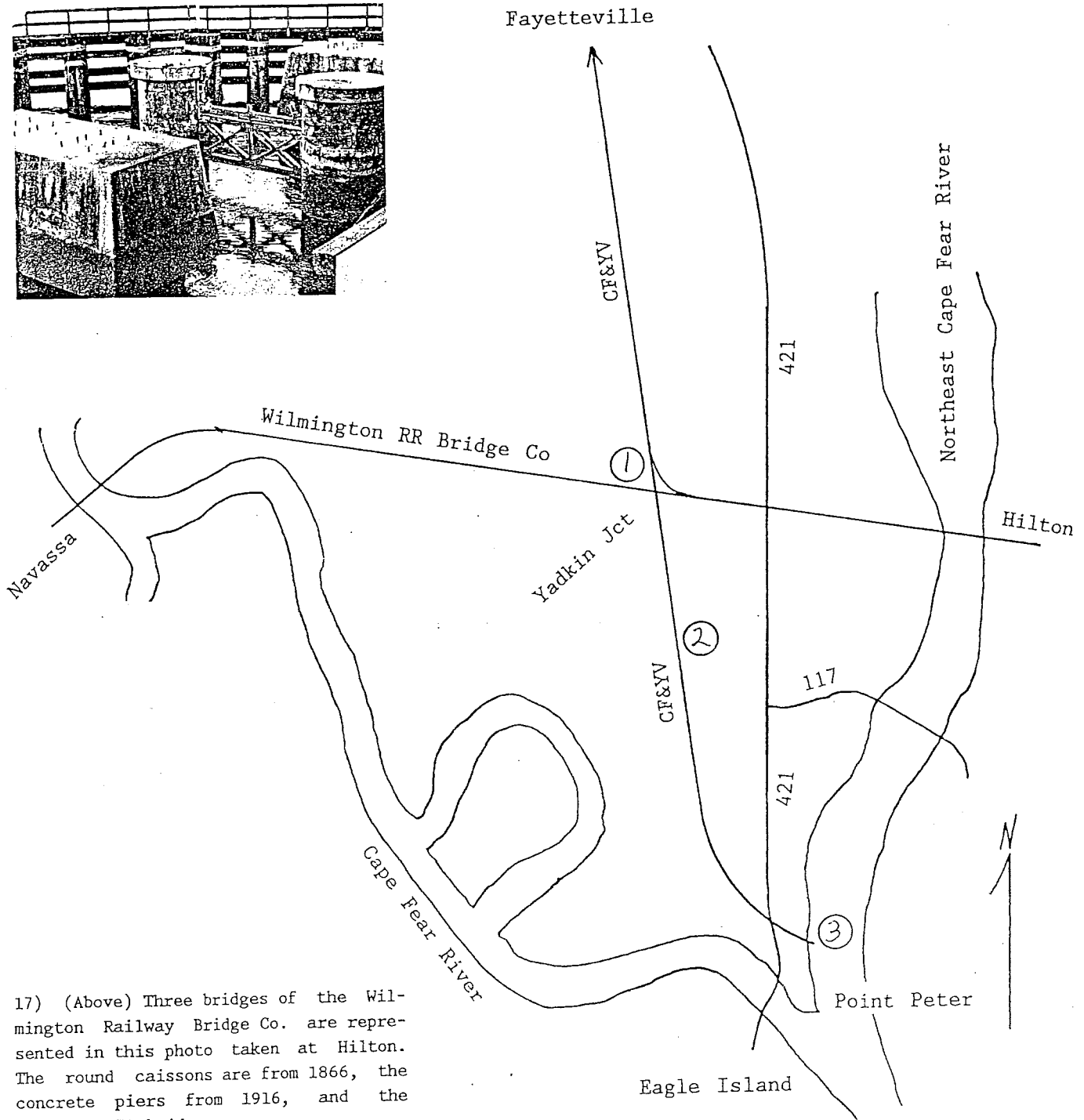
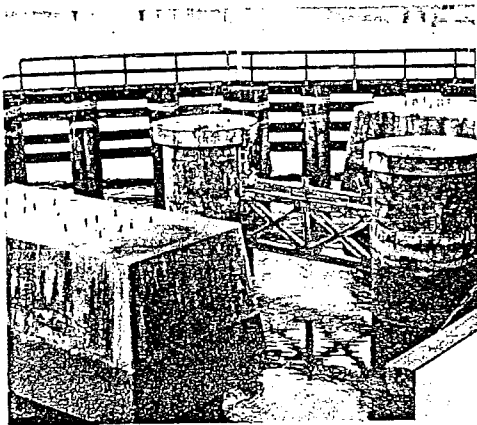
Key to Map

- 1) A causeway through the swamp lines up with the tracks north of "Yadkin Junction."
- 2) The railroad grade cuts through small sand hills on the power line right-of-way on the southwest corner and behind the businesses located here.
- 3) At low tide the pilings for the CF&YV warehouse can be seen north of Point Peter on the west side of the Northeast Cape Fear River across from Brunswick and Hanover Streets.

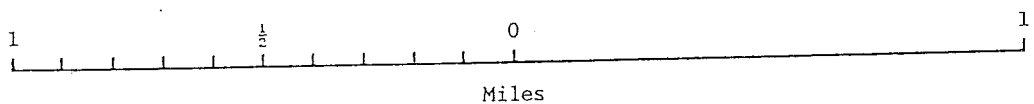


16) The pilings of the Cape Fear & Yadkin Valley Ry warehouse, built in 1890, stand exposed along the riverbank.

CAPE FEAR AND YADKIN VALLEY RAILWAY



17) (Above) Three bridges of the Wilmington Railway Bridge Co. are represented in this photo taken at Hilton. The round caissons are from 1866, the concrete piers from 1916, and the present 1973 bridge.



COPY NCDDOI

NEW HANOVER TRANSIT COMPANY

On December 22, 1886 the New Hanover Transit Company (NHTCo) bought, for one dollar, a 60-foot wide right-of-way across Federal Point from the head of Myrtle Grove Sound to a point between the Sugar Loaf (sand dune) and Telfair's Mill Creek (Snow's Cut). In the spring of 1887 a narrow gauge railroad was built from a pier and wharf for steamships on the Cape Fear River to the sea beach in what is now Carolina Beach. The twice daily steamer from Wilmington to Southport served the beach resort along with three trips daily by the steamer Sylvan Grove.

In the spring of 1889 the line was relocated to Doctor's Point, closer to Wilmington and closer to deep water for the steamships. In addition, the train ran out on a pier so that passengers were transferred directly from steamer to train. The entire trip from Wilmington to Carolina Beach took 45 minutes including the 3.5-mile train ride.

In 1890 the steamer Sylvan Grove burned and was replaced by the steamer Wilmington (named after the Delaware Wilmington) in the spring of 1891.

The New Hanover Transit Company operated continuously during the summer season until August 3, 1919 when a fire destroyed most of the pier at Doctor's Point. Service was discontinued and never resumed.

New Hanover Transit Company

Key to Map

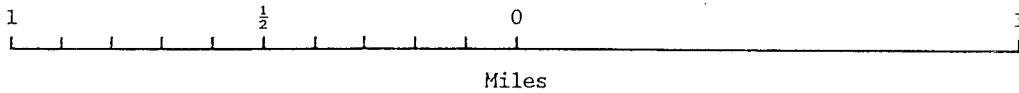
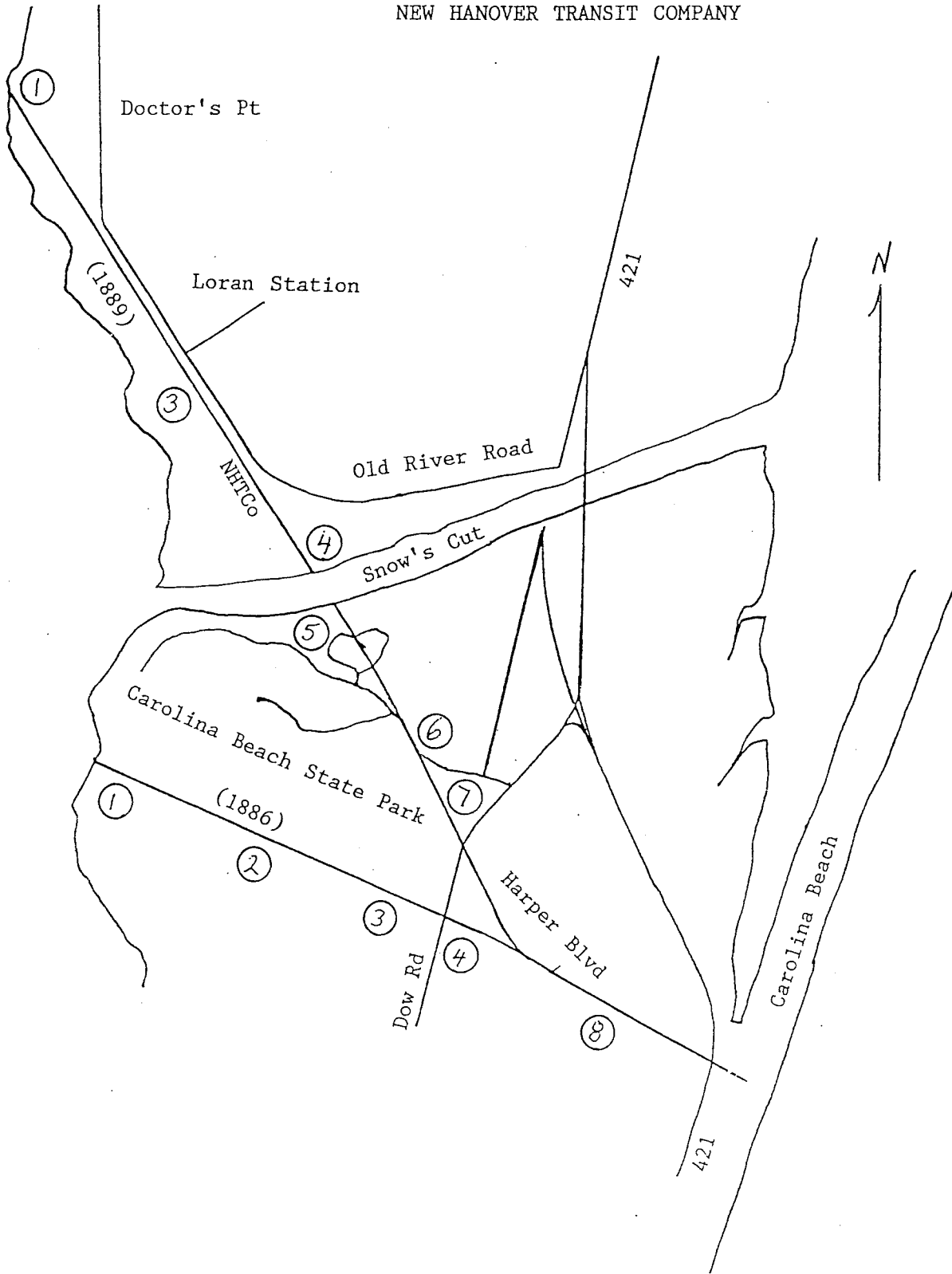
1886

- 1) From the United States Geodetic Survey marker .2 mile from the marina a causeway crosses the marsh to the east.
- 2) A good trail marks the right-of-way's progress through the sand hills of Carolina Beach State Park.
- 3) This section is not marked by a trail and runs through heavy brush.
- 4) The right-of-way crosses Dow Road about 60 feet north of Rocky Mount Road.

1889

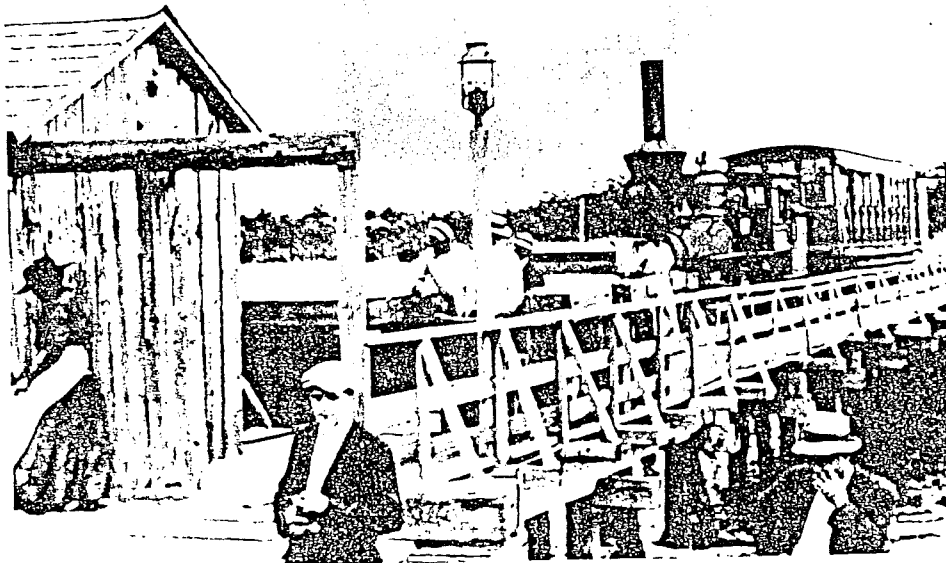
- 1) At Doctor's Point the pilings for six or seven of the bents for the pier can usually be seen.
- 2) A good trail marks the grade all the way to Old River Road.
- 3) Old River Road lies just to the east of the right-of-way.

NEW HANOVER TRANSIT COMPANY

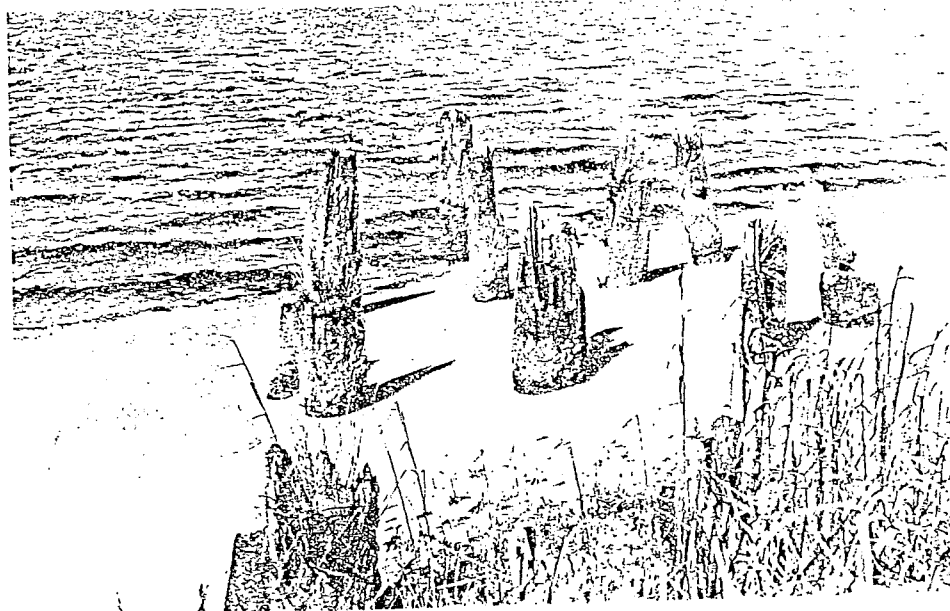


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- 4) Here the railroad crosses the marsh on a causeway on the way south to Snow's Cut. Corps of Engineers marker T3-68 (1985) marks the right-of-way at Snow's Cut. (To answer your question Snow's Cut was dug in 1928)
- 5) In Carolina Beach State Park, Corps of Engineers marker T4-3 (1985) near the campground amphitheater marks the right-of-way south of Snow's Cut. The grade runs between Campsites 22 and 20 and just west of Campsite 7.
- 6) The road is on the right-of-way here.
- 7) A very well preserved railroad grade makes for a short hike to Dow Road.
- 8) Harper Boulevard is on the right-of-way all the way to the beach.



18-19) Two views of the pier at Doctor's Point, with the "shoo-fly" train waiting to pick up passengers for Carolina Beach, in the early 1900's, and now.



WILMINGTON AND SEA COAST RAILROAD
(Wrightsville Beach Trolley)

Chartered in 1887, actual work began in 1888 to run a railroad from the Wilmington and Weldon Railroad at Eighth and Brunswick Streets to The Hammocks across Banks Channel from Wrightsville Beach. By April of 1888 the tracks were open to Wrightsville Sound and then to Hammocks by July. Depots for the Wilmington and Sea Coast (W&SC) were first located at Tenth and Princess Streets until 1897, then in the block bounded by Ninth, Tenth, Ann, and Orange Streets.

In 1891 the W&SC purchased the Ocean View Railway, which was originally chartered as the Sea View Railway in 1889 and ran from Hammocks across Banks Channel to the beach proper.

Consolidation with the Wilmington Street Railway (chartered 1887 and electrified in 1891) and the Wilmington Gas Light Company unified these three companies as the Consolidated Railways, Light and Power Company. By 1902 the entire system was electrified.

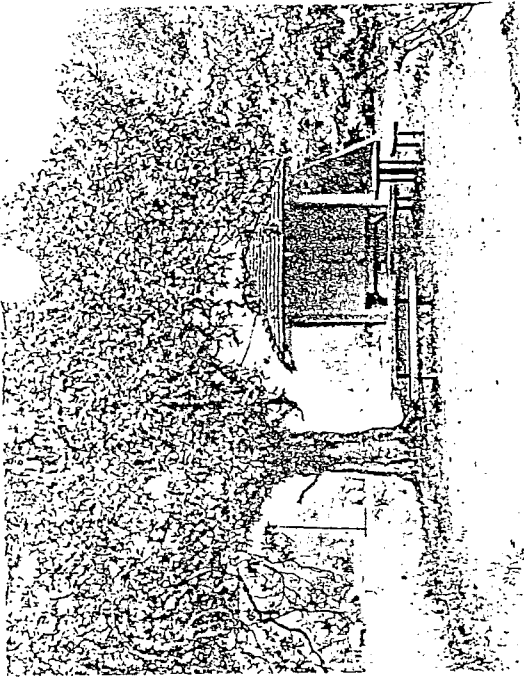
A name change to the Tidewater Power Company was made in 1908 and the final trolley was run on April 26, 1940.

Wilmington and Sea Coast Railroad

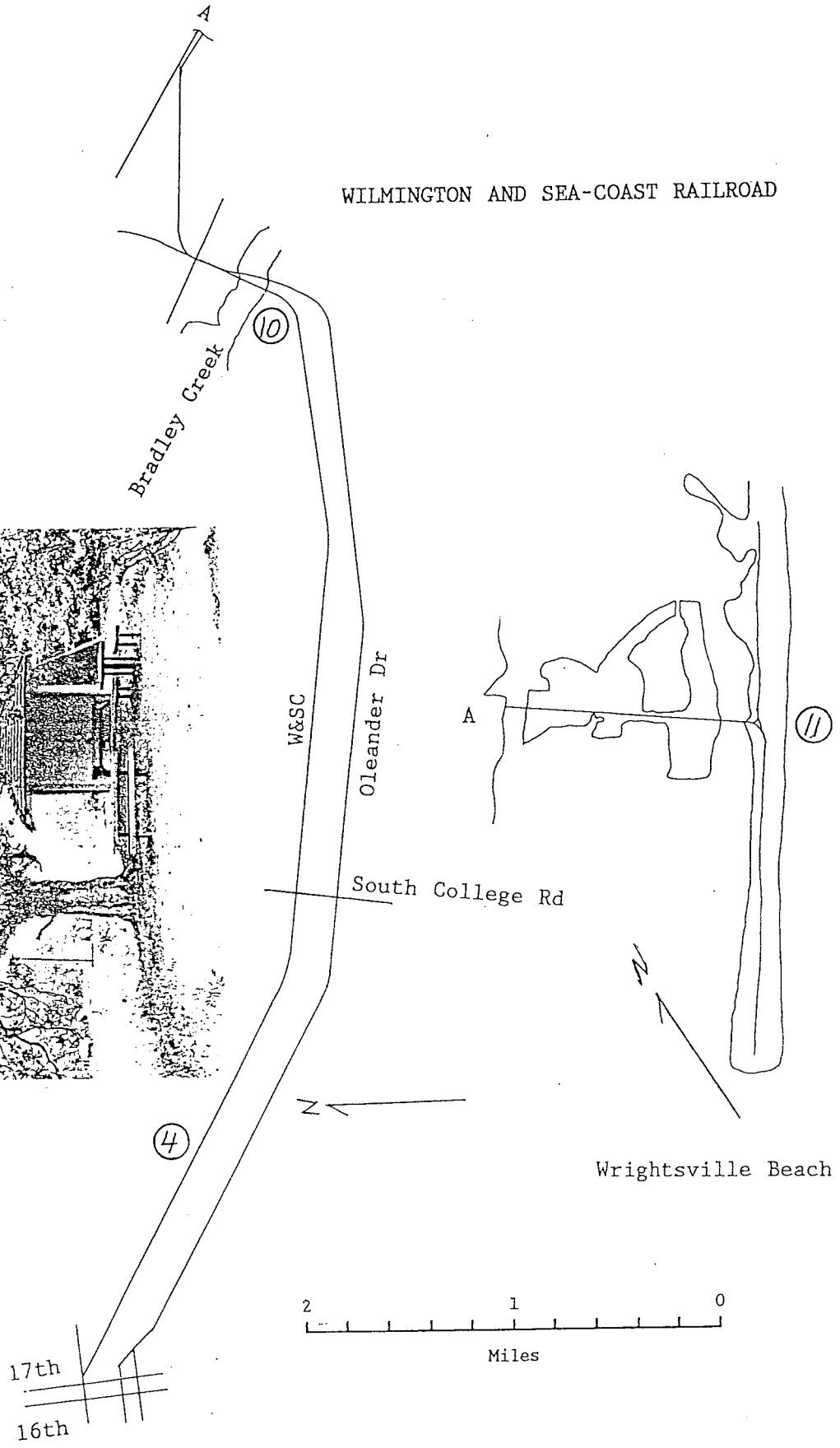
Key to Map

- 1) From Eighth and Brunswick Streets the tracks ran east on Fanning then south on Tenth to Orange Street. A sweeping curve at Eleventh turned the tracks onto Ann Street, until Thirteenth. Then they turned southeast to parallel Colwell Street.
- 2) The right-of-way is on the north side of Colwell Street.
- 3) A perfectly preserved grade runs east past Kent Street. The foundation of a station is at Kent and Colwell Streets.
- 4) Park Avenue and a power line follow the right-of-way all the way to Bradley Creek. From Country Club Road to Independence Boulevard the right-of-way is in the median of Park Avenue.
- 5) An easily seen right-of-way extends until 42nd Street, north of Park Avenue across the ditch.
- 6) Notice the rebuilt station at Audubon Boulevard (the concrete is original).
- 7) Another station foundation at Park Avenue north and Black Street.
- 8) Park extends as far as Donna Street, then continues at 52nd Street.

20) Looking toward Wilmington past the station at Audubon Boulevard.



WILMINGTON AND SEA-COAST RAILROAD



- 9) From Greenville Loop Road to Bradley Creek, Park Avenue is a dirt road on the right-of-way.
- 10) The trestle across Bradley Creek has 80 percent of the bents in place without the stringers, ties, or track. From Bradley Creek to Wrightsville Beach there is no sign of the right-of-way. Causeway Drive (at least the eastbound lane) follows the tracks.
- 11) On Wrightsville Beach Lumina Avenue is the right-of-way north and south. Note the shape of Newell's and the laundromat at Causeway and Waynick Boulevards to accommodate the trolley tracks.



21) The refreshment pavilion at station one on Wrightsville Beach.

WILMINGTON, NEW BERN AND NORFOLK RAILROAD

The Wilmington, New Bern and Norfolk Railroad (WNB&N) operated 87 miles of track between Wilmington and New Bern before becoming part of the Wilmington and Weldon Railroad in 1897 after a foreclosure sale. The WNB&N operated the Wilmington Street Railway's dummy freight line and also steamboat service on the New River out of Jacksonville.

Work started as the Wilmington, Onslow and East Carolina Railroad which completed 48 miles of track from Wilmington to Jacksonville in 1891. A name change was made to the WNB&N in 1893. The remainder of the railroad to New Bern was originally the East Carolina Land and Railway Company which finished the 37 miles to New Bern in 1893 and became part of the WNB&N in 1894.

The entire 85-mile line was abandoned in August of 1984 by the Seaboard System Railroad. All the way to Verona the track parallels US 17 100 feet or so to the west.

WILMINGTON, BRUNSWICK AND SOUTHERN RAILROAD

Originally chartered as the Town Creek Railroad and Lumber Company in 1907, the name was changed to the Wilmington, Brunswick, and Southern Railroad (WB&S) and the railroad completed from Bolivia to Southport in November of 1911. Traffic was suspended in 1941 and the railroad abandoned in 1943.

WB&S's Nickname

On one occasion during the First World War over 500 soldiers from Fort Caswell boarded the train for a weekend trip to Wilmington. At the Conductor's "All aboard" the dinky little engine tried to start the train, but the engine's wheels just spun around and around on the slick track, leaving the train motionless.

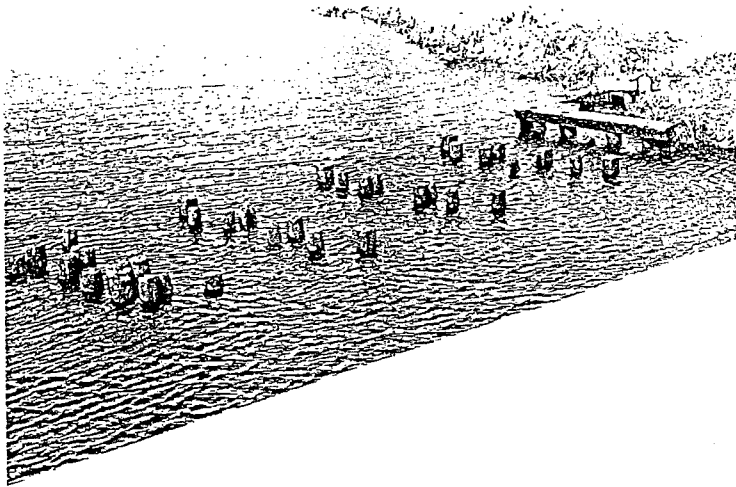
The Conductor ordered everyone off to shove, and the little train moved off with the soldiers jumping aboard. Ever afterward, the military personnel at Fort Caswell referred to the WB&S as the "Willing But Slow!"

Wilmington, Brunswick and Southern Railroad

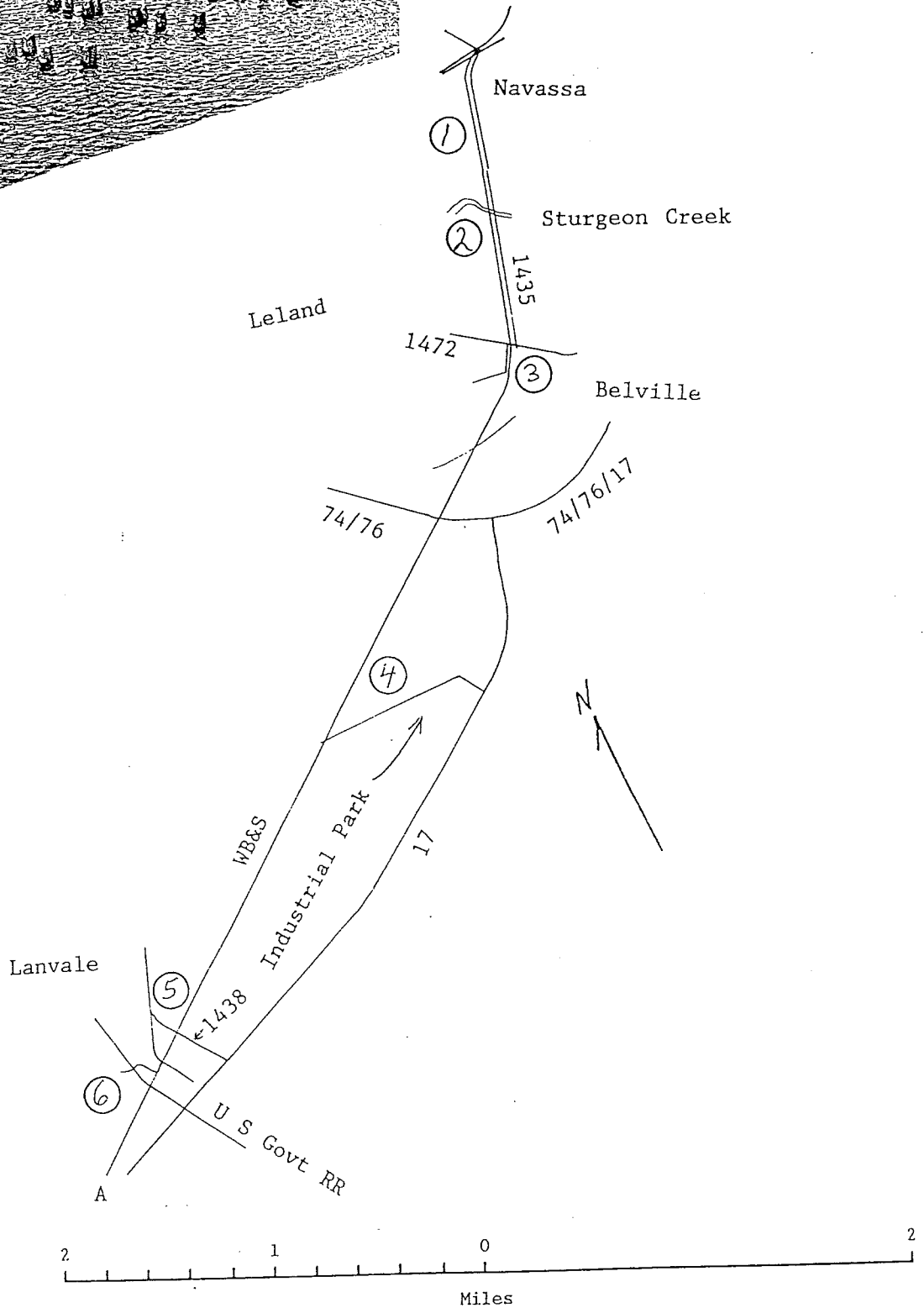
Key to Map

- 1) The Wilmington, Brunswick and Southern parallels Road 1435 about 50 feet west, in the trees and front yards of homes. A line of telephone poles carrying a cable marks the right-of-way.
- 2) Remains of the piling trestle across Sturgeon Creek can be seen at low tide.
- 3) Just the other side of the east ditch on Road 1437 lies the right-of-way which explains the intersections of Roads 1437, 1435, and 1472.
- 4) Between new highway 74/76 and Lincoln Industrial Park there is a dirt trail on the right-of-way. A paved road at the north side of the park turns into a dirt road and intersects the right-of-way at the high tension power lines.
- 5) The Wilmington, Brunswick and Southern crosses Road 1438 as a dirt road on the north side and a driveway on the south.
- 6) In Lanvale, Road 1415 is on the right-of-way for approximately 100 yards.
- 7) On the north side of Road 1461 just off US 17 the grade crosses a swamp on a fill. (Note the highway right-of-way marker.)
- 8) Traces of cuts and fills can be seen on the west side of US 17 at the fence.

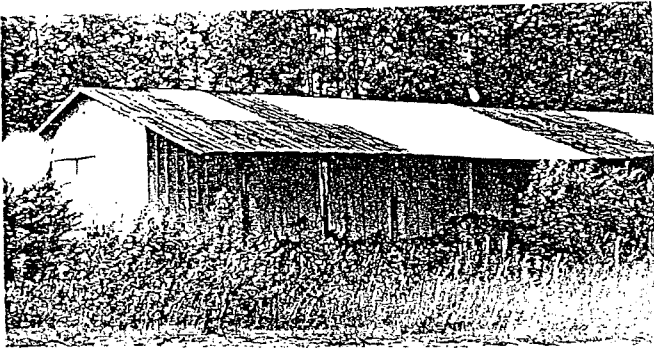
WILMINGTON BRUNSWICK AND SOUTHERN RAILROAD



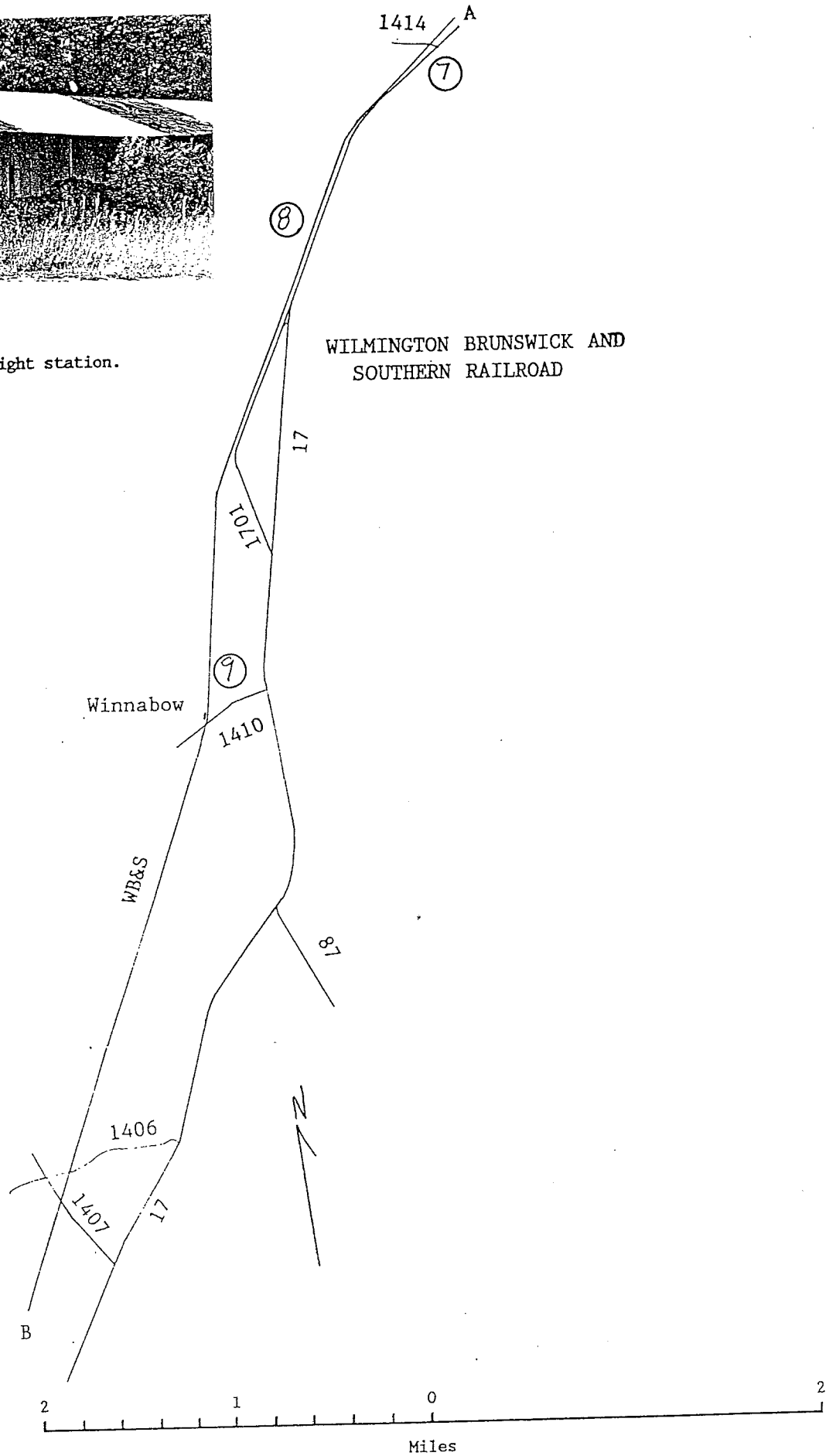
22) The crossing of Sturgeon Creek.



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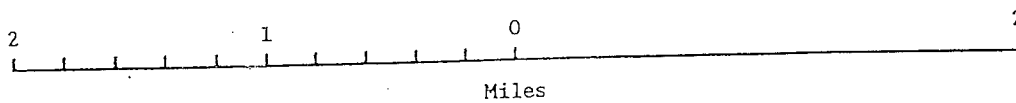
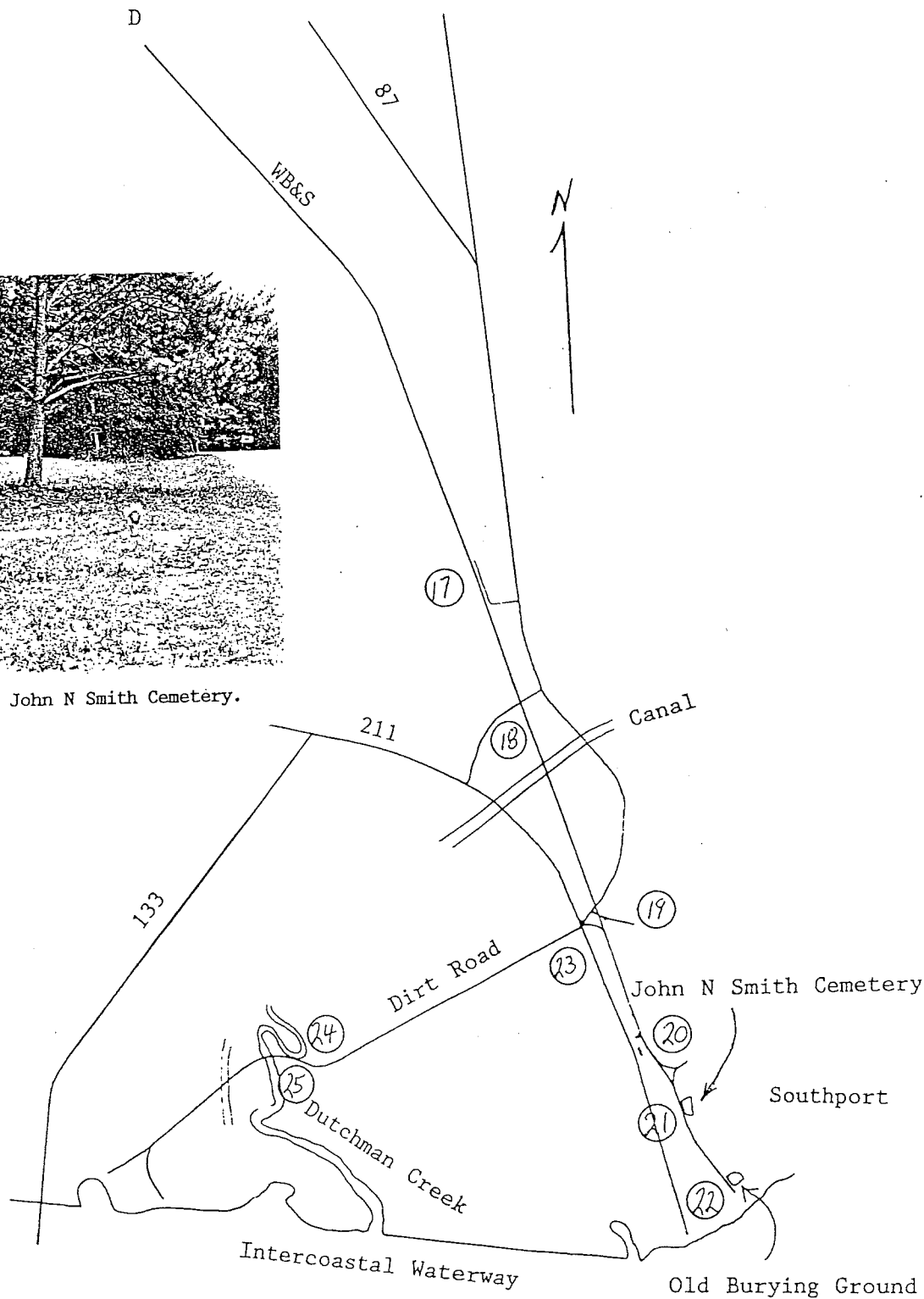
23) The Winnabow freight station.



WILMINGTON BRUNSWICK AND SOUTHERN RAILROAD



4) The grade across the John N Smith Cemetery.



- 9) At Winnabow the foundation of the freight warehouse stands with possibly the original structure on it.
- 10) The southeast corner (entrance) of Forest Lawn Cemetery marks the Wilmington, Brunswick and Southern.
- 11) A dirt trail marks the right-of-way 100 yards behind Faith Baptist Church.
- 12) In Bolivia a road follows the railroad one block west.
- 13) At United Carolina Bank the right-of-way curves through the west drive-in teller and crosses US 17 at the "BEGIN 35 1,000 FEET AHEAD" sign for northbound traffic.
- 14) This portion of Road 1511 is on the right-of-way.
- 15) A well-maintained dirt road marks the right-of-way.
- 16) The railroad grade is a dirt trail 75 feet west of this dirt road.
- 17) At the north end of this road the railroad is on a fill which is cut by a creek.
- 18) A double row of old pine trees on the south side of NC 133 betrays the right-of-way's existence.
- 19) The Wilmington, Brunswick and Southern crosses Jabbertown Road with Brown's Chapel AME Church on the south side of the road. There is a power line on the right-of-way.
- 20) One block of Stuart Road north of East 12th Street is on the right-of-way.
- 21) Right-of-way runs through the west side of the John N. Smith Cemetery.
- 22) The end of the Wilmington, Brunswick and Southern parallels the east side of Rhett Street to the river for four blocks.

Fish Processing Plant Spur

- 23) Right-of-way curves off the main line and intersects NC 87/122 just north of the entrance to Roses.
- 24) A power line and dirt trail are on the right-of-way all the way to Dutchman's Creek.
- 25) It crosses the end of Captain Adkin's Drive and crosses Dutchman's Creek to the west. Pilings can be seen in the creek.

OLD STRUCTURES

These are some of the places to go visit physical reminders of the railroads of the area.

Atlantic Coast Line

- 1) Warehouse A and Freight Office
Warehouse B

Red Cross and Water Streets

Note the painted "Atlantic Coast Line Railroad" sign on the river side of Warehouse A

- 2) Building "D"

Red Cross and Front Streets

- 3) "New" Passenger Station

Front Street, across the cut from Building "D"

Seaboard Air Line

Warehouses A, B, and C

Nutt and Brunswick Streets

Note the "Seaboard" sign on the river side of Warehouse A

Wilmington and Manchester

Trestle Pilings in the Brunswick River (see description under W & M)

Cape Fear and Yadkin Valley

Pilings which supported warehouse (see description under CF & YV)

Wilmington Railway Bridge Company

Pilings of the original 1867 bridge and the 1916 bridge next to the Hilton Drawbridge in the Northeast Cape Fear River

Wilmington Sea Coast

- 1) Station at Park Ave and Audubon Boulevard
- 2) Trestle over Bradley Creek (see description under WSC)

New Hanover Transit Company

Pilings of pier at Doctor's Point (see description under NHTCo)

Wilmington Brunswick and Southern

- 1) Trestle pilings at Sturgeon Creek
- 2) Foundation along Old US 17
- 3) Foundation at Winnabow (see description under WBS)

TOURS BY CAR

Previous maps and descriptions in this guide have been geared toward the hiker of abandoned rights-of-way. For those of you who do not have the time, ability, or patience to deal with the flora, fauna, and weather along the way, here are four trips by car.

Tour 1: Wrightsville Beach

Starting at the Railroad Museum, head south on Water Street and take a left on Dock Street (Dock turns into Wrightsville Avenue past 17th Street). At Country Club Road turn right, then left onto Park Avenue. Park Ave parallels the trolley right-of-way all the way to Bradley Creek. (Note the trolley stop at Audubon Boulevard.)

Turn right on South College Road then left on Oleander Drive, and head for Wrightsville Beach. As you cross Bradley Creek the trolley bridge is to your left.

On Wrightsville Beach the shape of Newell's and the laundromat at Causeway and Waynick Boulevards was dictated by the trolley tracks. Lumina Avenue, both North and South, is the right-of-way on the Beach.

Tour 2: Carolina Beach

The New Hanover Transit Company went from downtown Carolina Beach to Doctor's Point on the river. Starting in downtown Carolina Beach follow the right-of-way on Harper Boulevard to Dow Road. Jump just north to Carolina Beach State Park and find the part of the Park's road that is on the right-of-way. Jump again to Old River Road north of Snow's Cut and the right-of-way is just west of the road while you are passing the Coast Guard Loran Station.

Tour 3: Southport

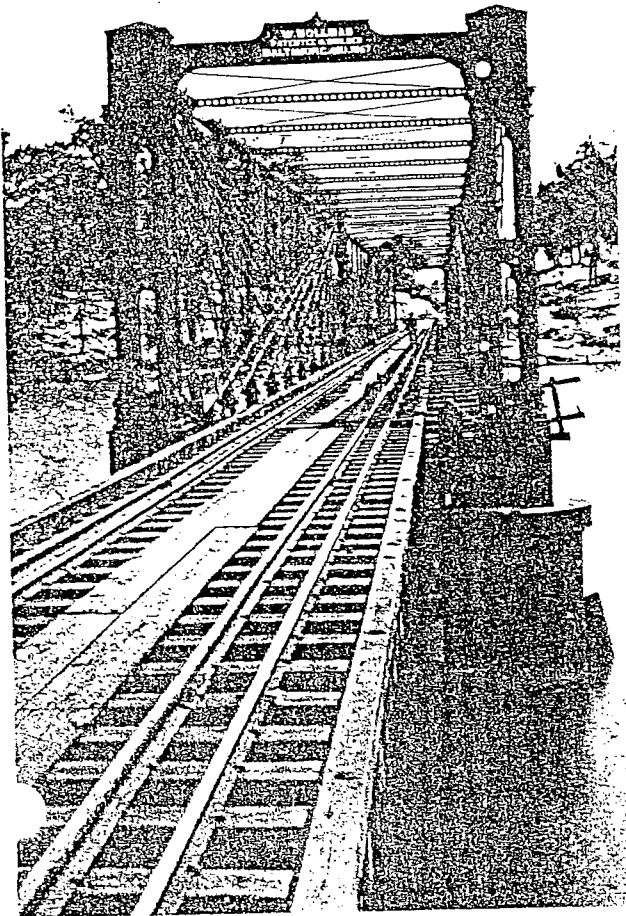
Following US 17 south out of Wilmington the right-of-way parallels the highway on the west fence line from Lanvale along both new (4-lane) and old US 17.

In Bolivia the right-of-way is a dirt road one block west of US 17.

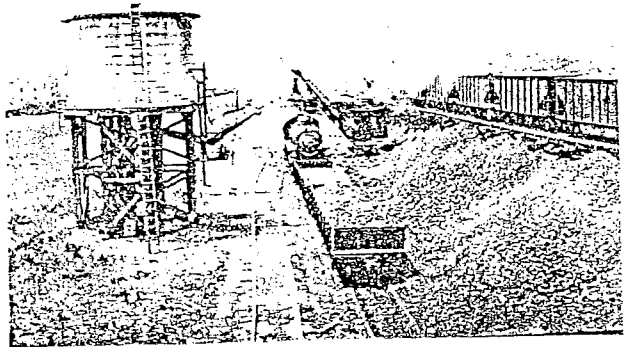
Southport marks the right-of-way by having the west side of the John N Smith Cemetery on the tracks. The end of the Wilmington Brunswick and Southern Railroad parallels Rhett Street to the east for four blocks to the river.

Tour 4: Old Structures

The previous three tours will give you a taste of discovering the railroads in the area. A fourth tour involving a stop by all the old structures listed previously, or trying to find the locations of photographs shown in this guide would make for a fine outing.



25) (Left) Completed in 1867 this three span Bollman truss bridge once stood at Hilton. Note the standard gage Wilmington, Charlotte & Rutherford RR and the five foot gage Wilmington & Manchester RR tracks sharing the bridge.



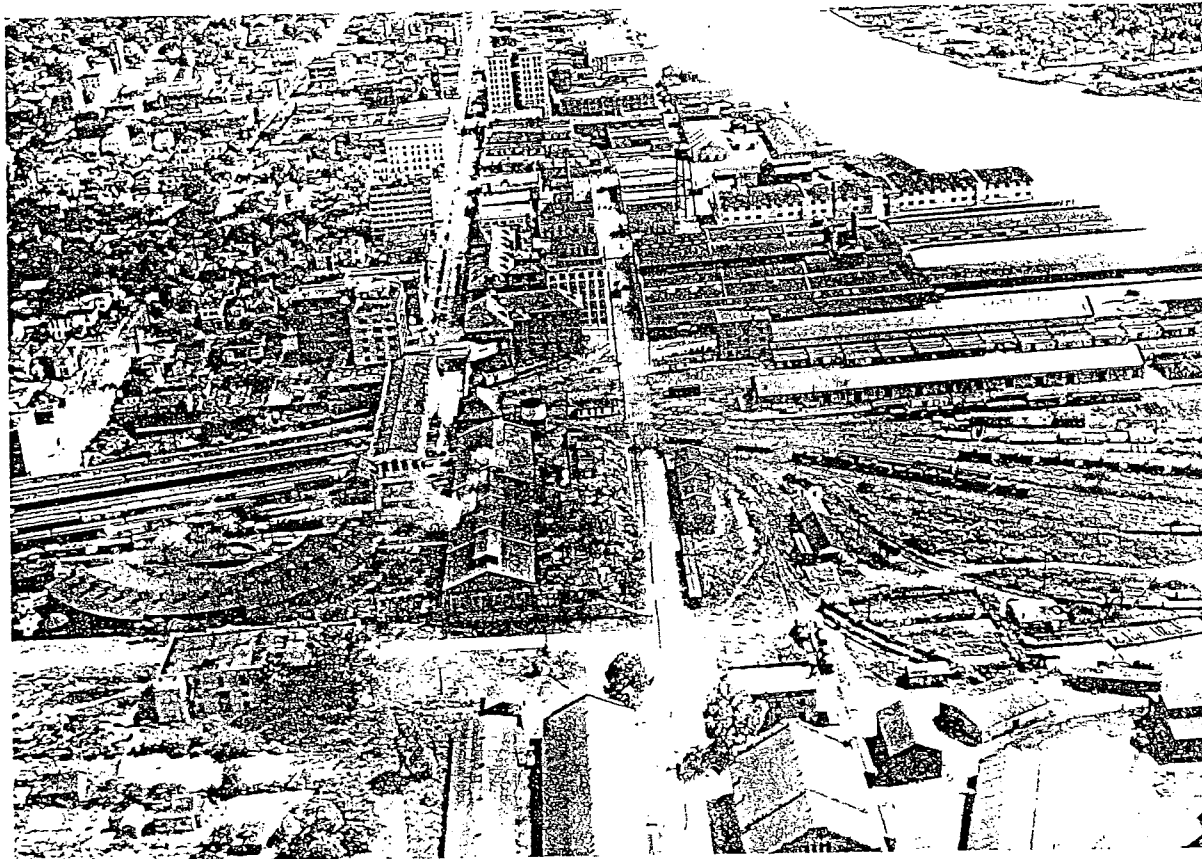
26) (Above) Loading coal at Smith Creek Yard in the late 1920's.

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PICTURE CREDITS

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Wilmington Railroad Museum - 4,6
H.L. Broadbelt Collection - 3



COPY NUMBER 1

27-28) Bird's-eye-views of the Atlantic Coast Line shops, and offices (above) and the Seaboard Air Line Ry's warehouses and depot (below) taken in the early 1930's. The picture below also includes the Wilmington Terminal Warehouse Company's warehouses, next to the bridge, and the ACL diesel fuel tanks which are still in use today.

