

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Audubon Trolley Station

other names/site number \_\_\_\_\_

## 2. Location

street & number Northwest corner Park Avenue & Audubon Boulevard N/A  not for publication

city or town Wilmington N/A  vicinity

state North Carolina code NC county New Hanover code 129 zip code 28401

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

William S. Pinn, Jr. 6-17-93  
Signature of certifying official/Title Date

State of Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

State or Federal agency and bureau \_\_\_\_\_

## 4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  
 See continuation sheet.
- determined eligible for the National Register  
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) \_\_\_\_\_

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

Audubon Trolley Station  
Name of Property

New Hanover, NC  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	_____	structures
_____	_____	objects
1	0	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

-0-

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION: rail-related

**Current Functions**  
(Enter categories from instructions)

LANDSCAPE: plaza

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Mission/Spanish Colonial Revival

**Materials**  
(Enter categories from instructions)

foundation concrete

walls concrete

roof ceramic tile

other wood

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

Audubon Trolley Station  
Name of Property

New Hanover, NC  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

Transportation

**Period of Significance**

1911-1940

**Significant Dates**

1911

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Tidewater Power Co.

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

New Hanover County Public Library

Audubon Trolley Station

New Hanover, NC

Name of Property

County and State

10. Geographical Data

Acreage of Property less than 1

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid boxes 1 and 2 with values: 1 1,8; 2 3,3 1,6 0; 3 7,8 9,6 4,0

UTM grid boxes 3 and 4

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Edward F. Turberg, Architectural Historian

organization "Tumbled Weatherings" date February 19, 1993

street & number 307 North 15th Street telephone 919/762-6301

city or town Wilmington state NC zip code 28401

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Audubon Trolley Station  
New Hanover County, NC

## Description

The Audubon Trolley Station is a small reinforced concrete shelter situated sixty feet west of the northwest intersection of Park Avenue and Audubon Boulevard in the subdivision of Audubon, three miles southeast of downtown Wilmington. The structure stands on a flat, open, grassy area that originally formed the rail right-of-way from Wilmington to Wrightsville Beach.[1] The rails, ties and overhead power lines were removed in 1940. The site is bounded on the north by a service road that extends one block from Audubon Boulevard west to Thirty-ninth Street, and on the south by the northern line of Park Avenue. Several one story bungalows, some dating to the first quarter of the twentieth century during the period of growth of suburban developments along the trolley line, occupy densely landscaped sites along Park Avenue and Audubon Boulevard and give the area a rural ambience.[2]

The trolley structure is anchored to a twelve-foot by twelve-foot concrete foundation and consists of four reinforced concrete walls radiating out from a central point to form a Greek cross in plan that is sheltered by a tiled pyramidal roof. Each wall is five feet-four inches wide, incorporates a six-inch by ten-inch concrete end post with rounded corners, and is seven feet high by six inches thick. Two rectangular openings, one-foot and one-quarter-inch above the foundation, penetrate each wall and contain horizontal timbers that pass through the walls as supports for wooden bench seats. The tops of the concrete posts house three-quarter-inch diameter bolts which secure five-and-one-half-inch by five-and-one-half-inch wood girders spanning the structure at forty-five degree angles to the wall planes, delineating the triangular recesses for the sheltered seating. A vertical wood post of the same dimensions as the girders rests atop the central intersection of the walls and supports the upper ends of the exposed rafters of the hip roof. The roof is covered by rounded terra cotta tile glazed with a green color originally selected to "harmonize with the palm trees" planted along the trolley line.[3] The concrete walls are painted gray, and the wood seats and their supports are of natural, unfinished appearance.

The Wrightsville Beach trolley line, first opened in 1888 as a steam operated system, ceased operating on April 26, 1940. The rails were taken up in subsequent years, and many of the buildings associated with the service gradually disappeared.[4] In 1962 the property was deeded to the City of Wilmington. The Audubon station fell into disrepair and, by the 1980s, had lost all of its wooden framing, seats and tile roofing.[5] In 1985 the Wilmington Parks and Recreation Department cleaned the site and installed a new roof on the structure. Because of a lack of documentary information at the time, the restoration was not historically accurate and a new low-pitched hip roof with rafters scalloped on their lower sides was installed in an umbrella rib design with sixteen rafters rising to a common point at the apex of the roof. Plywood sheets were applied to the upper sides of the rafters and the roof was covered with wooden shakes.[6]

In 1990, broken pieces of terra cotta tile were discovered around the site and were determined by Mark Wilde-Ramsing of the Underwater Archaeology Unit, NC Division of Archives and History, and a resident of the neighborhood, to be remains from the original roof.[7] Used tiles, matching the original in its "S" form and color glaze, were found and purchased for the restoration of the roof. These, together with a documentary photograph of a similar trolley station along the Wilmington to Wrightsville Beach line (now demolished) provided information for the correct redesign and installation of the new period roof on the Audubon Trolley Station.[8] The work was completed in the Autumn of 1992 shortly after a Historic Wilmington Foundation plaque was installed at the site.[9]

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Audubon Trolley Station  
New Hanover County, NC

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The Audubon Trolley Station retains its historic integrity, despite the removal of tracks and associated equipment related to the operation of the trolley cars. Power lines and poles still mark the route from city to seashore along the original right-of-way. The location of the structure along a wide grassy swath that once carried the rail lines remains intact and undisturbed. The ambience of the site at the intersection of two suburban boulevards, and its relationship to the surrounding neighborhood calls to mind the strong ties of rail and road traffic that traversed the suburbs yet incorporated them in the social and economic life of the region. The structure's Mediterranean Revival style and unusual Greek cross plan of reinforced concrete walls anchored to a concrete foundation slab and supporting the pyramidal roof exemplify form and functionalism expressing innovative engineering and simple design detail. The reconstructed roof, based on sound documentary and physical evidence, restores the important elements of materials and craftsmanship to the structure. Finally, even though the trolleys and their rail lines have disappeared, the feeling and association of the property with its historic past is preserved, recalling to the imagination the vibrant sound of wheels on rails, bells clanging, and the electric crackle that announced the approach of the train.

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Audubon Trolley Station  
New Hanover County, NC

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Footnotes.

1. Sanborn Insurance Company map of Wilmington, 1915.
2. "Building in Wilmington and Suburbs during 1916 totals millions of dollars."  
Wilmington Star, December 31, 1916, p. 8.  
  
"Audubon", November 1, 1911: "A Passenger Station in the central position of the layout has already been provided by the Tidewater Power Company."
3. Wilmington Star, December 31, 1916, op. cit.
4. Wilmington News, April 26, 1940: "Beach cars to end run here today - Buses to supplant line to Wrightsville Beach tomorrow - Service is improved - New high speed vehicles purchased; New routes are announced. Effective at midnight the Tide Water Power Company will discontinue its inter-urban trolley service to Wrightsville Beach, supplanting the "beach cars" with a complete, modern bus service."
5. Letter from J.F. Newber, Jr. to R.V. Asbury, Jr., Executive Director, Historic Wilmington Foundation, Inc., August 5, 1981: "I'm afraid that unless something is done to protect it, this old [Audubon trolley] station will succumb to the wrecking ball as have the other twenty-some stations along the old Beach Car Line. [It is one of] the only relics left left of this once-pulsating artery between Wilmington and Wrightsville Beach."
6. Letter from J.F. Newber, Jr. to the Editor, Wilmington Star, April 23, 1984: "My concern is that if something is not done to protect it, the little station will fall like ... many others before it to the wrecking ball. My idea is to involve the city in developing a mini-park at the station site, since the structure itself is on city property, and from there, a new roof and some seats could be added to the present structure. ... We have nothing to commemorate the importance of the trolley system that was once so vital to our economy and to our leisure. A renovation of the Audubon Way Station would serve well as a memorial to that by-gone service, as a reminder to many of our citizens of fonder and simpler times and as a learning experience for further generations who know nothing of steam and electric cars."
7. Discussion and on-site inspections of the site between Mark Wilde-Ramsing and Edward F. Turberg, 1989.
8. Drawing of proposed roof design by Edward F. Turberg, January 12-15, 1991.

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9. Wilmington Star News, April 26, 1992, p. 3-B. "Trolley plaque" (illustration).

Historic Wilmington Foundation plaque, 1991: "AUDUBON TROLLEY STATION (1911)  
Constructed to coincide with the development of Audubon suburb, this is the only  
surviving passenger station of twenty stops on the electric trolley line between  
Wilmington and Wrightsville Beach. The line, owned and operated by Tidewater  
Power Company (1907-1952), was abandoned in 1940."

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Audubon Trolley Station  
New Hanover County, NC

### Summary

The Audubon Trolley Station is significant in the history of Wilmington, Wrightsville Beach, and the suburban neighborhoods that developed along the eleven mile rail right-of-way that linked the port city and the ocean in the early twentieth century. Originating at the Atlantic Coast Line Passenger Terminal (destroyed) at North Front and Red Cross Streets, the line, electrified in 1902, extended south to Princess Street from whence one transferred to the Beach Trolley. The route progressed east through Winoca Terrace to Seventeenth Street, turned south along Seventeenth Street and traversed Carolina Heights and Carolina Place where it veered to the southeast along Colwell Avenue to Delgado Station, Oleander, Audubon, Winter Park Gardens, Greenville, MacCumber Station and the Hammocks to Wrightsville Beach.[10] From its inception in the 1880s until its demise in 1940, the line was in continuous operation, carrying thousands of commuters and vacationers yearly until the advent of the automobile and motor bus brought a stop to the trolley, one of the last in the state of North Carolina.[11]

Today, the Audubon Trolley Station is the only structure that survives as a tangible reminder of the importance of public rail passenger service to the lifestyle and progress of Wilmington, Wrightsville Beach, and the outlying communities that prospered between the two termini.

### Transportation Context and Historical Background

The Wilmington to Wrightsville Beach rail line was chartered as the Wilmington and Sea Coast Railroad in 1887 and operated passenger and freight steam trains from the Wilmington and Weldon (later Atlantic Coast Line) Railroad Terminal to the Hammocks and Wrightsville Beach eleven miles to the southeast of the downtown station.[12] The Wilmington Street Railway, also chartered in 1887, the Wilmington Gas Light Company, and the Wilmington and Sea Coast Railroad merged on April 23, 1902 to become the Consolidated Railways, Light and Power Company. The complete system linked the Atlantic Coast Line Depot at North Front and Red Cross streets with the Seaboard Air Line railroad yards on the north side of the city, Greenfield Lake and the Sunset Park residential development on the south side, James Walker Memorial Hospital and the Carolina Heights suburbs on the east, and formed a continuous belt around the downtown area along Front, Princess, Castle, South Sixth, Orange, South Ninth, South Tenth and South Seventeenth streets where it vectored off to the southeast on its run to Wrightsville Beach. The system was electrified in 1902, and in 1908 the company was renamed Tidewater Power Company.[13] Hugh MacRae (1865-1951), the president of the company, was an important Wilmington business leader, whose local interests centered on developing truck farms in New Hanover and Pender counties, and residential subdivisions throughout the Wilmington area. He was responsible during his presidency of Tidewater Power Company for erecting Lumina Pavilion (1905-1970) at Wrightsville Beach, a recreation center that incorporated a dance hall, restaurant, bath house, and

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outdoor movie theater, situated at Station Seven, the beachfront terminus of the trolley line. MacRae also created several picturesque suburban areas along the electric railway, including Oleander, Audubon, and Winter Park.[14]

MacRae began to purchase property for the Audubon subdivision in 1911 through the agency of his Carolina Trucking Development Company of Wilmington. It was a period when suburban expansion was moving away from the city along improved roads and railways, and the trolley car line extended through the site. Lots in the subdivision were sold to purchasers with warranty deeds by the Carolina Real Estate Trust Company, another of MacRae's operations. In a brochure, dated November 1, 1911, attention was called to the fact that "a passenger station in the central position of the layout has already been provided by the Tidewater Power Company." [15]

The Wrightsville line experienced great popular favor from its first run in 1888 through the period of World War I and to the Depression. But road improvements throughout the area attracted more and more automobilists who could reach the beach at their convenience on Wrightsville Turnpike (the old "Shell Road", opened as a toll way in the early 1900s) just north of the rail line and, by 1926, along Oleander Drive south of the trolley route.[16] The impact of these alternate routes resulted in a sharp decrease in patronage on both the street cars and on the interurban system during the 1930s, and the trolley service finally ceased operations on April 26, 1940. The rails were taken up and most of the buildings associated with the service gradually disappeared. In 1962 the right-of-way was deeded to the State of North Carolina by Carolina Power and Light Company, successor to Tidewater Power Company, and by the state to the City of Wilmington.[17] The Audubon station fell into disrepair and, by the 1980s, only the concrete foundation and walls remained.

In 1984, J.F. Newber, Jr., an Audubon resident, stated in a letter to the editor of the Wilmington Star that he was concerned that "If something is not done to protect it, the little station will fall like many others before it to the wrecking ball." He urged that the City of Wilmington, owner of the property, save the site by creating a small public park and rebuilding the roof and benches within the shelter. "We have nothing", he concluded, "to commemorate the importance of the trolley system that was once so vital to our economy and to our leisure. A renovation of the Audubon Way Station would serve well as a memorial to that by-gone service, as a reminder to many of our citizens of fonder and simpler times and as a learning experience for further generations who know nothing of steam and electric cars." [18] In 1985 the Wilmington Parks and Recreation Department improved the site for a park and installed a new roof on the structure. Because of a lack of documentary information at the time, the restoration was not historically accurate. But in 1990, shards were discovered near the foundation and were identified as pieces of terra cotta tile from the original roof. Used tiles, matching the original "S" form and color glaze, were located and purchased for the restoration of the roof. These, together with a documentary photograph of a similar trolley station along the Wilmington to Wrightsville Beach line (now demolished) provided information for the correct redesign and installation of the new period roof on the station. The work was completed in the Autumn of 1992 shortly after a Historic Wilmington Foundation plaque was installed on the structure.[19]

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New Hanover County, NC

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Of the twenty stations that were erected along the rail line, only the Audubon structure survives. It is the only site that retains its rural ambience and the neighborhood has not undergone the wide-sweeping commercial development that has altered the character and past associations of other sites. Residents of the community include many home owners who remember and used the trolley during its heyday, and the physical restoration of the structure is a direct result of the community's determination to preserve an otherwise forgotten heritage. In addition, the City of Wilmington has improved much of the remainder of the old right-of-way to create a river-to-ocean bicycle path along the trolley route and passes the Audubon Trolley Station.[20]

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Audubon Trolley Station  
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Footnotes.

10. Wilmington Chamber of Commerce, The City of Wilmington, the Metropolis and Port of North Carolina. Wilmington, NC: Wilmington Stamp & Printing Co., 1912: "The [Tidewater Power Company] are now operating about twenty-five miles of street railway, including the high speed electric trolley line between Wilmington and Wrightsville Beach."

Letter from J.N. Pease, Manager, Lockwood Greene Engineers, Inc., Charlotte, NC. to Hon. W.H. Blair, Mayor of Wilmington, dated July 10, 1930, pp. 173-174: "Industrial Survey of Wilmington and New Hanover County North Carolina." He mentions service to the city and Wrightsville Beach and its good safety record, concluding, "Through the cooperation of the steam railroads, tickets are sold through from all points in the southeastern passenger districts, and also from the Pennsylvania Railroad System direct through Wilmington to Wrightsville Beach via the Tidewater Lines."

11. Wilmington News-Dispatch, January 5, 1925: "Fifty-four percent drop in trolley riders in city service since 1920, suburban lines also show decrease in number of passengers hauled. The loss of patronage is attributed to the increase in the number of automobiles."

Wilmington Star, March 23, 1936: "Wilmington, Charlotte and Winston-Salem are the last cities in North Carolina to operate trolley cars."

Wilmington News, April 26, 1940, op. cit.

Laura A. Mercer, "Horses powered city's first transit system."  
Wilmington Star, November 13, 1983, p. 1-F: "The "suburbs" of the time,

Planning Department of the City of Wilmington, Carolina Heights. Wilmington, NC: City of Wilmington, 1982, pp. 3, 5: "Carolina Place, Carolina Heights and Winoca Terrace were connected to each other, to downtown Wilmington, and to Wrightsville Beach by trolley lines. Additionally, the trolleys were linked to these new suburbs in a mutual dependency: without trolleys, it is doubtful the suburbs could have flourished; without suburbs, the trolleys could not have prospered and probably would have ceased to operate long before [1940], in which year they finally succumbed to the automobile."

12. Jack Riley, Carolina Power & Light Company, 1908-1958. Raleigh, NC: The Author, 1958, pp. 270-271.
13. Riley, op. cit., p. 273.

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Wilmington Messenger, October 4, 1901: "Mr. William W. Randolph, of New York, consulting engineer of the syndicate which recently secured control of the Wilmington Seacoast Railroad through Messrs. Hugh MacRae & Co., bankers, as promoters, arrived in Wilmington on Sunday [September 29th]. He came to look over the field in connection with the scheme for converting the Seacoast Railroad into a trolley line from Wilmington to Wrightsville Beach. He conferred with Capt. Walter MacRae, civil engineer, who now has a corps surveying the line of the Seacoast Railroad with the view to its conversion. He ascertained the progress that has been made and when the survey is completed the data will be placed before the electrical expert who is coming here to advise the company as to the practicability and economy of making the road an electrical line instead of a steam railway. He returned to New York last night. Captain MacRae and his surveying corps began at Wrightsville Beach and are surveying towards the city. They had surveyed eight miles of the road up to yesterday and expect to complete the whole line by next Friday when the electrical expert is expected to arrive in Wilmington to begin his work. The electrical expert who will reach our city on Friday is Dr. W.L. Robb, of Hartford, Conn., one of the most eminent men and authorities on such matters in the United States."

Wilmington Messenger, February 5, 1902: "Annual meeting of the Stockholders of the Wilmington Seacoast Railroad Company was held yesterday. ... The reports show that the road carried 117,472 passengers during the year ending Dec. 1, 1901. ... The report of the electrical expert was heard with reference to converting the road into a trolley line and it showed that the change was practical and desirable."

14. Wilmington Messenger, March 20, 1906: "Many new houses have been erected during the past few years on the line by the Consolidated Company running to Wrightsville Beach. The section around the second toll house, or what is now known as the Winter Park Gardens, is being developed by Mr. Hugh MacRae and offered for sale in lots immediately along the suburban line and some distance out from the line in 10-acre tracts."

"Audubon", op. cit.

Wilmington Star, December 31, 1916, op. cit.

15. "Audubon", op. cit.
16. Hall, Lewis Philip, The Land of the Golden River. Wilmington, NC: The Wilmington Printing Co., 1975, vol. 1, p. 39.

Russell, Anne, Wilmington, A Pictorial History. Norfolk, VA: The Donning Co., 1981, pp. 97-98.

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Audubon Trolley Station  
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17. New Hanover County Register of Deeds Office, Deed Book 719, p. 437, registered November 8, 1962.
  18. op. cit., J.F. Newber, Jr. to the Editor, Wilmington Star, April 23, 1984.
  19. Mark Wilde-Ramsing, "Audubon Trolley Restoration Project." Report, 1989: "The romance of the electric cars is definitely gone. No Spanish style stations greet us for a friendly chat with our neighbors while we wait for the bus. No more do we hear the motorman and conductor cuss when they discover the Delgado or Winter Park boys have greased the rails or pulled the trolley as they rounded the curve. Now, it's just a routine automobile ride." [The above reminiscence was written by Charles H. West and printed under the heading, "Down Memory Lane" in the Wilmington Post, March 17, 1947.]

"The four sided cement structure is nestled within the residential community of Audubon at the corner of Park Avenue and Audubon Boulevard. It is the last survivor of twenty such stops along the Tidewater Power Electric Company's picturesque trolley line, which linked Wilmington to Wrightsville Beach. The eleven mile line was established in the 1880s as a steam railway carrying passengers and freight to the beach. In 1902 the system was electrified to use trolley cars and soon after suburban developments, such as Winter Park, Oleander and Audubon, sprang up along the route. It was discontinued just prior to World War II when it was replaced by the automobile and bus. The trolley line played a vital role in the development of the greater Wilmington area and is fondly remembered by scores of residents, as has been exemplified by the positive response to the New Hanover County Museum's recent display focusing on the trolley era."

Wilmington Star, February 7, 1990: Mary Ellen Polson, "Trolley stop will be restored." ref. to Parks and Recreation Department refurbishing the structure in 1985 and lack of documentary information. "Neighborhood residents want to raise money to research the stop's history and restore it to its original appearance."

20. Wilmington Star-News, April 15, 1990, p. 5-E: "River to the Sea Bicycle Path. Ceremony opens trail on Saturday [April 21st]." The article mentions that the bike way in part follows a route "running along the path the trolley used to take from Wilmington to Wrightsville Beach." A map of the route is illustrated in the article.

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9. Major Bibliographical References.

"Audubon." Brochure privately by Hugh MacRae, November 1, 1911.

Hall, Lewis Philip. Land of the Golden River. Wilmington, NC:  
Wilmington Printing Co., 1975.

Kernan, Charles. Rails to Weeds, Searching Out the Ghost Railroads  
Around Wilmington. Privately printed, 1988.

Planning Department of the City of Wilmington, Carolina Heights.  
Wilmington, NC: City of Wilmington, 1982

Polson, Mary Ellen. "Trolley stop will be restored." Wilmington Morning  
Star, February 7, 1990.

Reaves, Bill. Newspaper articles from Wilmington newspapers, 1901-1940.  
Private collection.

Riley, Jack. Carolina Power & Light Company, 1908-1958. Raleigh, NC:  
The Author, 1958.

Russell, Anne. Wilmington, A Pictorial History. Norfolk, VA: The  
Donning Co., 1981.

Steelman, Ben. "'Oh, those summer days.'" Wilmington Morning Star,  
November 6, 1987.

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United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Audubon Trolley Station  
New Hanover County, NC

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Verbal Boundary Description:

The property is a rectangular parcel that extends from the intersection of Park Avenue and Audubon Boulevard west northwest three-hundred feet along the north side of Park Avenue, and sixty-six feet from Park Avenue north northeast to the former rail right-of-way parallel to Park Avenue.

Boundary Justification:

The boundaries encompass property historically associated with the station that provides an appropriate and adequate setting for the structure.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

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Audubon Trolley Station  
New Hanover County, NC

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Photographs.

The following information applies to all photographs:

Audubon Trolley Station  
northwest corner Park Avenue & Audubon Boulevard  
Wilmington, New Hanover County, North Carolina

Photographer: Edward F. Turberg      Date: March 1993

1. View of station from the southwest
2. View of station from the northwest
3. View of station from the east
4. View of station from the north
5. View from Audubon Boulevard, northeast of the station and site.

Location of Original Negatives:      Division of Archives and History  
109 E. Jones St.  
Raleigh, NC 27601



3791

Audubon Trolley  
Station  
Wilmington  
New Hanover Co.  
NC

Quad: Wilmington

Scale: 1:24,000

UTM References:  
18/233160/3789640

3790

WRIGHTSVILLE BEACH 5 MI.

12'30"

3788

3787

WRIGHTSVILLE BEACH)  
5452 III NE



AUDUBON TROLLEY STATION  
NEW HANOVER CO. N.C.