

(8-86)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page _____

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 16000274

Date Listed: 05/17/2016

Kahului Railroad Administration Building
Property Name

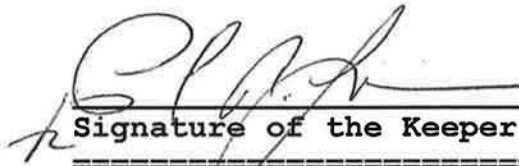
Honolulu
County

HI
State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

5/17/2016
Date of Action

Amended Items in Nomination:

Certification:

The SHPO Certification Box [#3] should be checked for *Nomination*.

Significance:

The period of significance is revised to read: 1924-1966.

[With the passage of time, the end date is now within the 50-year window, and more importantly 1966 coincides with the end of active use of the rail system and the administration building.]

These clarifications were confirmed with the HI SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

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APR 08 2016

National Register of Historic Places Registration Form

Nat. Register of Historic Places
National Park Service

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Kahului Railroad Administration Building

Other names/site number:

Name of related multiple property listing:

n/a

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

2. Location

Street & number: 101 East Kaahumanu Avenue

City or town: Kahului State: Hawaii County: Maui

Not For Publication: Vicinity:

3. State/Federal Agency Certification

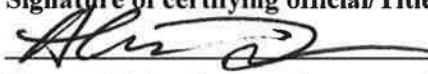
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional 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 at the following level(s) of significance:

___ national ___ statewide local

Applicable National Register Criteria:

A ___ B C ___ D

Signature of certifying official/Title:		Date
		3.30.2016
State or Federal agency/bureau or Tribal Government		

In my opinion, the property meets/does not meet the National Register criteria.

Signature of commenting official:		Date
Title :		State or Federal agency/bureau or Tribal Government

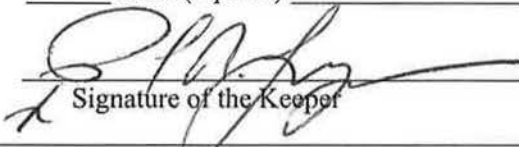
Kahului Railroad Administration Building
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (*explain*) _____


Signature of the Keeper

5/17/2016
Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Commerce/Trade

Office Building

Current Functions

(Enter categories from instructions.)

Commerce/Trade

Office Building

Work in Progress

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7. Description

Architectural Classification

(Enter categories from instructions.)

Late 19th & Early 20th Century Revival
Classical Revival

Materials

(Enter categories from instructions.)

Principal exterior materials of the property:
Concrete walls and foundation. Corrugated metal roof.

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Kahului Railroad Administration Building sits just beyond the bend in Kaahumanu Avenue as it heads towards Wailuku. It sits at the periphery of the lands surrounding Kahului Harbor. The harbor's surroundings are characterized by warehouse and industrial type buildings. The Kahului Railroad Administration Building is primarily surrounded by paved parking lots, with its nearest neighbor being the two-story former Kahului Store, which is separated from the Kahului Railroad Administration Building by a broad parking lot. To either side of the building is a banyan tree. These trees appear to be over fifty years old. The Kahului Railroad Administration Building is a single-story, reinforced concrete building with a plaster finish, rendered in a classical revival style. The T-shaped 1924 section of the building has a shallow-pitched, corrugated metal, hipped roof with overhanging closed eaves, and it sits on a 16"-high raised foundation. In 1954, two L-shaped wings were added to the building off its rear and connected to the building by covered walkways. The building is sited on a flat lot just beyond a bend, near the intersection of Kaahumanu Avenue and the Hana Highway. It fronts the road, with the industrial Kahului Harbor area behind it. The building retains its integrity of location, design, materials, craftsmanship, feeling, and association.

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Narrative Description

The balanced yet asymmetrical Kahului Railroad Administration Building's 104'-2"-long façade faces Kaahumanu Avenue and is separated from the roadway by a lawn. The building is five bays wide, with each bay demarcated by Doric pilasters. The pilasters carry an architrave that runs across the front of the building. The center, original entry bay is outset 6' and has been altered. Its original inset entry has been in-filled with a 7'-wide fixed window, flanked on either side by 22"-wide fixed windows. All three of these windows are surmounted by fixed transoms. A pair of original pilasters is located to either side of the infill and between each pair of pilasters is a tall 22"-wide fixed window. These two flanking windows are not original but occupy former window spaces.

The two bays to the left of the entry bay each contain two one-over-one double-hung sash windows, each of which is 4' wide. A similar bay is immediately to the right of the entry bay, while the right corner bay is devoted to a side entry lanai. The lanai is accessed from the right side of the building from a concrete sidewalk that leads to three concrete steps, which are framed on each side by a pilaster. The bottom tread of the steps has rounded sides and the risers are smooth finished. Along the street side, the lanai features a simple yet heavy 30"-high masonry balustrade. The wall at the back of the lanai contains three one-over-one double-hung sash windows; the middle one is 4' wide, while the flanking windows are each 2' wide. The lanai floor is concrete and its ceiling is stucco. The wall opposite the steps contains a double doorway. The doors have beveled glass windows and retain their original hardware, including a thumb latch handle and a lift-up gravity flap letter plate. A fixed transom is above the doors.

The main body of the building is 29'-4"-wide with wrap-around pilasters at the corners. On the right side, to the right of the lanai steps are two windows similar to those in the front. The left side is also three bays wide. The left side's center bay, demarcated on either side by a pilaster, contains an entry door that is not original. Four concrete steps with a wrought iron railing lead up to this doorway. These steps do not appear to be original as they lack the craftsmanship of the steps located on the right side of the building. Flambeaux, which originally ornamented the façade's centered entry, are mounted on the pilasters to either side of the doorway. These light fixtures feature a crystal-cut glass globe surmounted on a fluted torch with an acanthus leaf and enriched talon crown. The bays flanking the side entrance contain windows similar to those of the façade.

The rear wall of the building's main body features five one-over-one double-hung sash windows on the right side; all are 4' in width except the middle one, which is 2' wide and illuminates a bathroom. On the left side, there are also five one-over-one double-hung sash windows. The middle window and the one closest to the rear wing are 3' wide, while the others are 4' wide.

The building's rear central wing extends backward 45'-4" and is slightly taller than the main body of the building. It is three bays long and the rear bay, which contains a vault, has no windows. As on the façade, Doric pilasters demarcate the bays. The bay adjoining the main building has three one-over-one double-hung sash windows on both its sides. Each of the windows is 3' wide and has a fixed transom above. The middle bay on both sides contains a modern door, which is flanked on each side by a 3' wide, one-over-one double-hung sash window. Both the door and windows have fixed transoms over them. A concrete sidewalk leads up to the doors. The sidewalks, which are covered by corrugated metal gable roofs supported by chamfered wood posts sitting on concrete bases, connect the Administration Building to a pair of single-story L-shaped buildings that were constructed in 1954.

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The interior of the building has a concrete floor; however, at some point in its history, the building was gutted. At the present, all of the partition walls are new and non-load bearing. The ceilings are also new, dropped ceilings. The only original feature to remain intact is the vault at the rear wing. It retains its heavy metal door, which was made by Macneale & Urban of Cincinnati, Ohio, and most likely dates from the nineteenth century. The vault is used for storage and a wood mezzanine, accessed by wood steps, has been added to the interior of the otherwise plain concrete box.

Originally, the main office of the railroad occupied the center bay of the main building and extended all the way to the end of the rear wing with its vault. To the right of the main office were the offices of the railroad's superintendent and his stenographer, with the superintendent's office on the front and stenographer's office and restrooms to the rear. The front lanai's door provided a private entry to the superintendent's office. A 15' x 18' director's room with windows on three sides occupied the far right end of the building behind the lanai, with windows on three sides. The stenographer's office had direct access to the main office, the superintendent's office, and the director's room. To the left of the main office, a hallway ran to a side entrance. A 13' x 19' claims office looked out at Haleakala through three front windows. A timekeeper's office claimed the fourth front window and was adjacent to the side entry to facilitate access by the workers on pay day. On the other side of the hallway, the dispatcher's office, a store room, and restrooms were located.

In 1954, an addition was placed on the 1924 building. This took the form of a pair of free-standing, L-shaped wings placed to the rear left and right sides of the back wing. They are connected to the main building by 6'-wide covered concrete walkways that lead to doorways in the rear wing. The L-shaped additions are 89'-4" long, and the wing that forms the foot of the L is 52'-4" long. The wings follow a modern style of architecture with a concrete slab foundation and shallow corrugated metal, hipped roofs with closed overhanging eaves. Their placement on either side of the main building's rear wing and, well beyond the terminus of that wing, results in a lawned courtyard for the Administration Building. An inset 6'-wide concrete lanai wraps around the courtyard facades of each of the L-shaped additions. Chamfered posts, similar to those supporting the covered walkways' roofs, also provide support for the roof over the lanai. Offices are accessed off the lanai and are single-stacked and 15'-4" wide. The walls fronting the lanai are primarily glass — either windows, or doors with windows. These appear to have been altered and reconfigured over the years with an assortment of doors and windows in use. Most of the doors are hinged, but two sets of glass sliding doors are also present. Without further research, it is difficult to ascertain which of these office fronts are original and which have been modified.

Although the main entry to the building has been reworked, and the interior almost completely modified, the building retains its historic integrity and is readily recognizable as the Kahului Railroad Administration Building as conveyed by its shallow-hipped roof, pilaster-modulated classical façade, and original windows. Similarly, although a number of the addition's office fronts appear to have been modified to meet changing needs over the years, the general character of the original remains intact in terms of its massing, lanai/corridor, and fenestration, despite door and window details having been selectively altered.

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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.)

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Transportation

Architecture

Period of Significance

1924-1965

Significant Dates

1924, 1954

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

William D'Esmond

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Kahului Railroad Administration Building is significant on the local level under criterion C, as a good example of a classical revival style building constructed on Maui during the 1920s. The building includes a number of distinctive features and is typical of its period in its design, materials, workmanship and methods of construction. The building is also significant at the local level under criterion A for its associations with the Kahului Railroad, the first licensed railway in Hawaii. The period of significance extends from 1924-1965 — years when the building was actively used by the Kahului Railroad Company. The period of significance concludes in 1965 in accordance with National Register guidelines, although the building remained in use by the railroad until 1966, when the trains ceased to operate.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion C: The Kahului Railroad Administration Building is a good example of a classical revival building on Maui. Classical revival styles were popular in the United States from the late nineteenth century through the first four decades of the twentieth century. This was a period when America realized that it had become a world power. As a result, the national posture acquired a new dignity and with it, a more refined artistic embodiment of itself utilizing classical revival forms to present the degree of order, intelligence and sensitiveness that reflected the country's new position in the world. Encompassing primarily Greek or Roman styles, with Renaissance admixtures, America's national style was often simply called "Beaux-Arts" in reference to the Ecoles des Beaux-Arts in Paris which was famous for teaching Academic Classical revival. Greek and Roman columns and pilasters with Doric, Ionic or Corinthian capitals, cornices, pediments, balustraded parapets, and double-hung sash windows proclaimed the classical revival styles. Symmetry, restraint, and discipline of ornament became the new order of the day.

The classical revival style was first popularized in the United States at the World's Columbian Exposition of 1893 in Chicago and was further embraced by the City Beautiful movement. With the annexation of Hawaii, those in power in the new American territory sought to emulate the new national style of the United States, and in the opening decades of the twentieth century, classical revival styles were favored for substantial buildings in Hawaii.

The Kahului Railroad Administration Building is a good example of the classical revival on Maui with its symmetric façade, prominent centered entry, Doric pilasters, raised foundation, and double-hung sash windows. Its concrete construction further adds to the substantiality associated with the style. Other examples of the style on Maui can be seen in civic structures such as the Wailuku and Lahaina courthouses, and in public schools such as Iao, Kamehameha III (demolished), and Paia Elementary Schools. Both the renovated Lahaina Courthouse and the Paia School were designed by architect William D'Esmond in the years immediately following the completion of his design for the Kahului Railroad Company's Administration Building. The railroad building stands as the best extant example of the style applied to a private business building on Maui and was described by the *Maui News* as one of the finest buildings on Maui.¹ Upon its opening, the newspaper found, "The colonial effect of the new building of

¹ "New Office Building of Kahului Railroad Complete in May," *Maui News* (Wailuku, HI), Feb. 8, 1924.

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the Kahului Railroad Company is striking in contrast to other buildings in the seaport town and is effective and attractive.”²

In addition to designing the Kahului Railroad Administration Building, D’Esmond designed Haleiwa Elementary School (1921: 66-505 Haleiwa Road) on Oahu, prior to relocating to Maui. During the 1920s, he was the preeminent architect on Maui and his projects included the Church of the Holy Innocents in Wailuku, the Paia Elementary School, the restoration of the Lahaina courthouse, and numerous residences. At the time he was designing the Kahului Railroad Administration Building, he claimed to be a member of the American Association of Engineers and advertised himself as a “designer and builder of homes for particular people.”³ He departed Maui during the Great Depression.

The Administration Building was constructed on the former site of the Kahului Store’s furniture warehouse. It initially contained “eight offices, including a beautiful general office and a large and well-arranged director’s room. A most up-to-date vault is being installed.”⁴ Construction was undertaken by the railroad company, under the supervision of head carpenter Hugh McNicol. The only work subbed out was for the tar and gravel roof, which was installed by Howard Laws of Honolulu, and the plastering of the exterior and interior walls by J. Fullard Leo, also of Honolulu.

The building initially housed the superintendent of the railroad as well as the time keeper, claims agent, and dispatcher. The building served as the administrative hub for the railway company. It was from this building that the superintendent made his decisions concerning the operation of the train line, and it was here that the company’s board of directors met to set policies and make decisions concerning the welfare of the company. In addition, it was here that employees came to receive their pay from the time keeper, and learn of schedules and special runs from the dispatcher, as well as the status regarding which engines would be operating. It was also here that members of the public could come to resolve any concerns they might have with regards to the railroad. The claims agent would investigate any claims for damage and negotiate any required settlements.

With the construction of the 1954 addition, the building came to house even more of the brains of the railroad when the personnel office, freight office, and repair and maintenance manager all moved into the building, giving the superintendent immediate, face-to-face access to the information these offices contained. The construction of the building, and later its addition, placed the administrative functions of the railroad under one roof and provided a repository for the safe keeping of vital records and revenues earned. Without the presence of this building, the efficiency of decision making would have decreased, particularly in regards to discussing matters of utmost importance. The building conveyed to the work force, as well as the board of directors and the public at large, a tangible image that there was someone capable in command of the railroad and its operations, with a staff of responsible and respectable underlings.

The fireproof vault served a critical function, especially to company directors and personnel who were concerned about the well-being of the railroad’s more ephemeral possessions, especially those which were paper based. The vault provided a safe place for the company to store invaluable records, as well as other valuable items, such as cash. It is unknown how, when, or from where the railway company obtained the Administration Building’s vault door, manufactured by Macneale & Urban Co. of Cincinnati, Ohio, as the door is actually much older than the building.

² “Office Building for Kahului R.R. Co. Put to Use,” *Maui News* (Wailuku, HI), May 2, 1924.

³ Advertisement for William D’Esmond, *Maui News* (Wailuku, HI), Oct. 10, 1922.

⁴ “New Office Building,” *Maui News*, Feb. 8, 1924.

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The Macneale & Urban safe company began in Cincinnati about 1855 as Urban, Dodds & Co.; it became Wm. B. Dodds & Co. in 1857; Dodds, Macneale & Urban in 1863; and Macneale & Urban in 1870. In 1888, the firm sought a new location and the Edgewood Finance Co. was organized to encourage a move to Hamilton, Ohio. The Edgewood group raised \$50,000 from local residents to buy land for a new plant, and manufacturing started in the new plant on June 11, 1890. At its peak, the factory employed 600 men and produced 50 to 60 safes a day. In a surprise move, blamed on disharmony among stockholders, Macneale & Urban officers placed the company in voluntary receivership on January 20, 1903. The Mosler Safe Co. purchased the Macneale & Urban plant on February 27, 1907, and absorbed the business.

The building's concrete steps also served an important function in the operation of the railroad. They allowed people to more easily access the elevated structure. Sturdily built of concrete, they were meant to endure the test of time. Similarly, the windows spoke to the company's concern for the well-being of those people in positions of upper management. The windows provided illumination, and even more importantly ventilation to the various offices. The double-hung windows allowed staff and supervisor to be somewhat in control of their environment, since individuals could manage the flow of air into and out of their office simply by the raising or lowering of the sashes. In addition, occupants of offices when overwhelmed by stress could gaze through the glass panes of the windows and lift their eyes upward towards Haleakala and recompose their being.

The 1954 addition to the Administration Building allowed the railroad company to move its personnel and freight offices, as well as its repair and maintenance manager into the Administration Building, removing these functions from the former Coast Guard Building in the harbor area. With the move, the company gave up its lease on the Navy-owned Coast Guard Building. The railroad superintendent and his secretary were among the personnel who moved into the new addition.

Criterion A: The Kahului Railroad Administration Building is also significant for its associations with the Kahului Railroad Company, which was not only the first railroad to operate in Hawaii but also the longest lasting one, remaining in business until 1966 and outlasting the other six public carrier lines in the Islands with an 87-year history of continuous operation. Also, at the time of its closing, it was one of the last narrow gauge railroads in operation in the United States. The other six railroads to operate in Hawaii were: the Oahu Railway & Land Company, the Koolau Railway, the Hawaii Consolidated Railway, the Hawaiian Railroad Company, the Kauai Railway, and the Ahukini Railway and Terminal Company.

Following the signing of the Reciprocity Treaty in 1876, which allowed the United States to import unrefined Hawaiian sugar duty-free, sugar production expanded throughout the Islands. On Maui, Claus Spreckels purchased a large tract of land in central Maui and organized the Hawaiian Commercial Company, which quickly became the largest sugar plantation in the Kingdom. By 1892, it was called the "largest sugar estate in the world" with 40,000 acres.⁵ In 1882, this plantation was made part of Spreckels' Hawaiian Commercial & Sugar Company. In addition, Alexander & Baldwin purchased lands near Spreckels' holdings and started Paia Plantation.

Primarily in response to the anticipated increased volume in cane production and the problem of transporting the cane, the Kingdom's legislature passed and King Kalakaua signed in August 1878, "An Act to Promote the Construction of Railways," which, among other items, provided a per mile subsidy for companies constructing railroads. As a result, Thomas Hobron and his two sons-in-laws, William Owen Smith and William Hervey Bailey, commenced building a railroad between Wailuku Sugar Company's

⁵ Jacob Adler, *Claus Spreckels, the Sugar King of Hawaii* (Honolulu: Mutual Publishing, 1966), 72.

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mill and the port at Kahului, with service starting in July 1879. It was the first common carrier in the Islands. The three-mile railroad was built to a track gauge of 36" and used local woods for ties and sixty-pound steel rails rolled in England and Germany. In 1880, the company began to expand eastward along the flat plains of Maui's north shore to Spreckelsville and during this period, the owners filed to incorporate as the Kahului Railroad Company, obtaining a franchise to operate as a common carrier from the government on July 1, 1881. Thus, it was the first official railroad in the Kingdom. By 1884, the track extended ten miles to Spreckels' mill at Lower Paia and at that time was sold to the Wilder Steamship Company, which also owned the Hawaiian Railroad Company that operated on the island of Hawaii, bringing North Kohala's sugar to Mahukona Harbor.

In 1878, a port of entry for Maui was established at Kahului. Five years later, thanks to sugar, it was the second largest port in the Kingdom, with its exports and imports only exceeded by those of Honolulu. At the port, Spreckels had his own landings and storehouses, and the ships from the Oceanic Steamship Company, which was owned by Spreckels, hauled Maui's sugar to Spreckels' refinery in California. In the newly developing town, Spreckels also started a store, which boasted that it was the equal of any in Honolulu in terms of size, variety, and amount of goods. The store did a business of approximately \$50,000/month and handled dry goods, clothing, hardware, luggage, saddlery, farm implements, groceries, and books. In addition, it included two gunpowder warehouses, an oil storage house, and bulk warehouses for flour, feed, lime, cement, and salt. Besides having the port and railroad, Kahului also was the center for one of Hawaii's first telephone systems, with connections to Wailuku, Spreckelsville, and Paia, as well as other plantations, which further improved its business climate.

Following the overthrow of the monarchy, Alexander & Baldwin acquired Spreckels' Hawaiian Commercial & Sugar Company, with its vast sugar interests on Maui, and further consolidated their control over sugar production on the island by purchasing the Kahului Railroad Company in 1899. At this time, another Alexander & Baldwin subsidiary, Inter-Island Steam Navigation Company, also acquired the Wilder Steamship Company, their primary competitor. In 1905, the railroad line was brought to Alexander & Baldwin's main sugar mill at Paia, and in 1913, it was extended to the Haiku Fruit Company's pineapple cannery at Haiku, which was owned and operated by the Baldwin family. This latter extension traversed Maliko Gulch, where a 684'-long and 230'-high steel trestle was built, as well as Waikaama Gulch with its 306'-long and 119'-high steel trestle. In 1924, the final leg of the railroad's main line was built to the Libby, McNeill & Libby's pineapple cannery at Kuiaha, which included two wooden trestles across Pauwela Gulch (measuring 110' long and 80' high) and Kuiaha Gulch (measuring 330' long and 130' high). A side branch of the railroad ran from Kahului to Kihei.

In addition to expanding the rail line, the Kahului Railroad Company also commenced harbor improvements, starting an 1800' breakwater in 1900 and then dredging an 11.5-acre basin and constructing a wharf. The breakwater and other harbor responsibilities were turned over to the federal government in 1910. The Territory of Hawaii assumed responsibility for the wharf terminals in 1923.

The headquarters for the railroad was at Kahului harbor, which also expanded over time. By the mid-1920s when the Administration Building was constructed, the 219-acre rail yard included a combination freight and passenger station, a large freight yard, a coach shed, machine shop, blacksmith shop, car repair shop, welding shop, boilermaker shop, roundhouse, and transit sheds. In 1926, a new eleven-car roundhouse was constructed and a 60,210-square-foot reinforced concrete shop building consolidated the various shops previously housed in separate wooden buildings.

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By this time, the company owned ten steam locomotives and 285 cars, including eight passenger coaches. The company also operated the territorial wharves and warehouses at Kahului. In 1942, the railroad constructed the world's first bulk sugar storage, receiving, and shipping plant at Pier 1. Special hopper-bottom rail cars were built by the railroad to allow the trains to deposit their bulk sugar loads directly onto a long conveyor belt.

The Depression brought hard times to the sugar industry and, in turn, the railroad. In addition, trucks began to supplant railcars as a means of transporting goods. The Kahului Railroad Company began operating two small trucks in connection with its mainline railroad operation in 1925, and by the end of World War II, it was operating 129 trucks and trailers and seven tank trailers for molasses. In 1936, four buses were put into operation by the company. The following year, passenger service on the railroad, which for over fifty years had been the primary means of personal transportation on Maui, ceased. Additional buses were placed into service and at the end of World War II, the company had sixty buses in operation on Maui. The increased popularity of the passenger automobile led to the discontinuing of bus service on August 15, 1952.

The use of trucks continually reduced the amount of freight hauled by the railroad. This diminished demand, coupled with the growing costs to repair and maintain the railroad line led the Kahului Railroad Company to apply for, and on September 22, 1965, receive, the Inter-State Commerce Commission authorization to abandon its 39.7 miles of rail lines within a year. At the time, there were approximately twenty employees directly involved with railroad operations, and only six locomotives, one steam engine, and five diesel engines still in use. The last trainload of raw cane was hauled on Sunday, May 22, 1966, by Engine Number 5 operated by Alfred Mansano. During its final months of operation, the railroad company ran free sightseeing tours from Kahului to Pauwela on flat bed cars fitted with benches, with thoughts of developing the trips into a tourist attraction. Unfortunately, the details could not be worked out.

In circa 2006, the State of Hawaii acquired the property from Alexander & Baldwin through a friendly condemnation in order to expand their harbor activities in accordance with the Kahului Harbor Master Plan.

In addition to the Administration Building, other significant buildings associated with the railroad operations include the 1926 round house and shop building and the 1942 bulk sugar plant.

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County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Adler, Jacob. *Claus Spreckels, the Sugar King of Hawaii*. Honolulu: Mutual Publishing, 1966.

Baldwin, W. A. "A Brief History and Commentary on the Pineapple Industry on Maui, Hawaii." Kahului, Maui: Maui Pineapple Company, 1938.

Conde, Jesse C. *Narrow Gage in the Kingdom, the Hawaiian Railroad Company, 1878-1897*. Felton, California: Glenwood Publishers, 1971.

County of Maui Tax Records, various.

Hart, Edmund H. *Railroads, History Of*. Honolulu: typed manuscript, 1936.

Hungerford, John B. *Hawaiian Railroads: A Memoir of the Common Carriers of the Fiftieth State*. Reseda, California: Hungerford Press, 1963.

Maui News

Advertisement for William D'Esmond. October 10, 1922: Section 2, p. 2.

"Kahului Railroad First in Islands to Have a Charter." October 10, 1922: Section 3, p. 1.

"Kahului R. R. To Build New Office." December 19, 1922: p. 1.

"New Office Building of Kahului Railroad Complete in May." February 8, 1924: p. 1.

"Office Building for Kahului R. R. Co. Put to Use." May 2, 1924: p. 1.

"Kahului Railroad Stands for Progress." December 4, 1926: Section 5, p. 2.

"Addition to KRR Main Office Open." October 30, 1954: p. 8.

"Rail Lines Phasing Out." September 25, 1965: p. 1.

"The Last Train." May 21, 1966: p. 12.

"#12 Makes Aloha Run." May 25, 1966: p. 1.

Ramsay, Robert A. "The Kahului Railroad." *Railway and Locomotive Historical Society Bulletin* (no. 102), 1960: 27-34.

Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

10. Geographical Data

Acreage of Property 2.158

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(Enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|---------------------|-----------------------|
| A. Zone: 04 | Easting: 763821.697 | Northing: 2312382.131 |
| B. Zone: 04 | Easting: 763762.809 | Northing: 2312393.817 |
| C. Zone: 04 | Easting: 763821.756 | Northing: 2312378.439 |
| D. Zone: 04 | Easting: 763795.126 | Northing: 2312434.947 |

Verbal Boundary Description (Describe the boundaries of the property.)

The property being nominated includes the property owned by the State of Hawaii's Harbors Division in 2014 as described by Tax Map Key 3-7-10:036.

Boundary Justification (Explain why the boundaries were selected.)

This is the parcel of land associated with this building since its construction.

Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

11. Form Prepared By

name/title: Don Hibbard
organization: Fung Associates, Inc.
street & number: 1833 Kalakaua Avenue, Suite 1008
city or town: Honolulu state: Hawaii zip code: 96815
e-mail: projects@funghawaii.com
telephone: (808) 941-3000
date: May 11, 2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Owner:

State of Hawaii
Department of Transportation
Harbors Division

Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Kahului Railroad Administration Building

City or Vicinity: Kahului Harbor

County: Maui State: Hawaii

Photographers: Don Hibbard, Tonia Moy, Alison Chiu

Date Photographed: 01/23/2014

Location of Original Digital Files: 1833 Kalakaua Avenue, Suite #1008, Honolulu, HI 96815

Description of Photograph(s) and number:

- 1 of 18. Façade of the Kahului Railroad Building on Kaahumanu Avenue, facing north.
- 2 of 18. Oblique view of façade and original inset entryway (now in-filled), facing northeast.
- 3 of 18. Current primary entrance at west elevation, facing east.
- 4 of 18. Front portion of east elevation, facing west.
- 5 of 18. Lanai entryway at east elevation, facing west.
- 6 of 18. Gabled walkway connecting Building B to rear west elevation of Building A (out of view, far right), facing northeast.
- 7 of 18. Gabled walkway connection at Building A east elevation, facing southwest.
- 8 of 18. Windows at rear and side elevations, facing southwest.
- 9 of 18. Building C and courtyard, facing northeast; configuration is mirrored on west side at Building B.
- 10 of 18. Overview of Building C walkway, facing northeast.
- 11 of 18. Interior view of sliding doors at Building C, Unit M, facing west.
- 12 of 18. Building C east elevation, facing northwest.
- 13 of 18. Building C roof eaves, facing north.
- 14 of 18. One of two flambeaux light fixtures with crystal cut glass globe surmounted on a fluted torch with acanthus leaf and enriched talon crown design, facing north.
- 15 of 18. Original window hardware, facing north.
- 16 of 18. Vault door detail with MacNeale and Urban inscription, facing north.
- 17 of 18. View from roadway, facing northeast.
- 18 of 18. View from roadway, facing northwest.

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.460 et seq.).

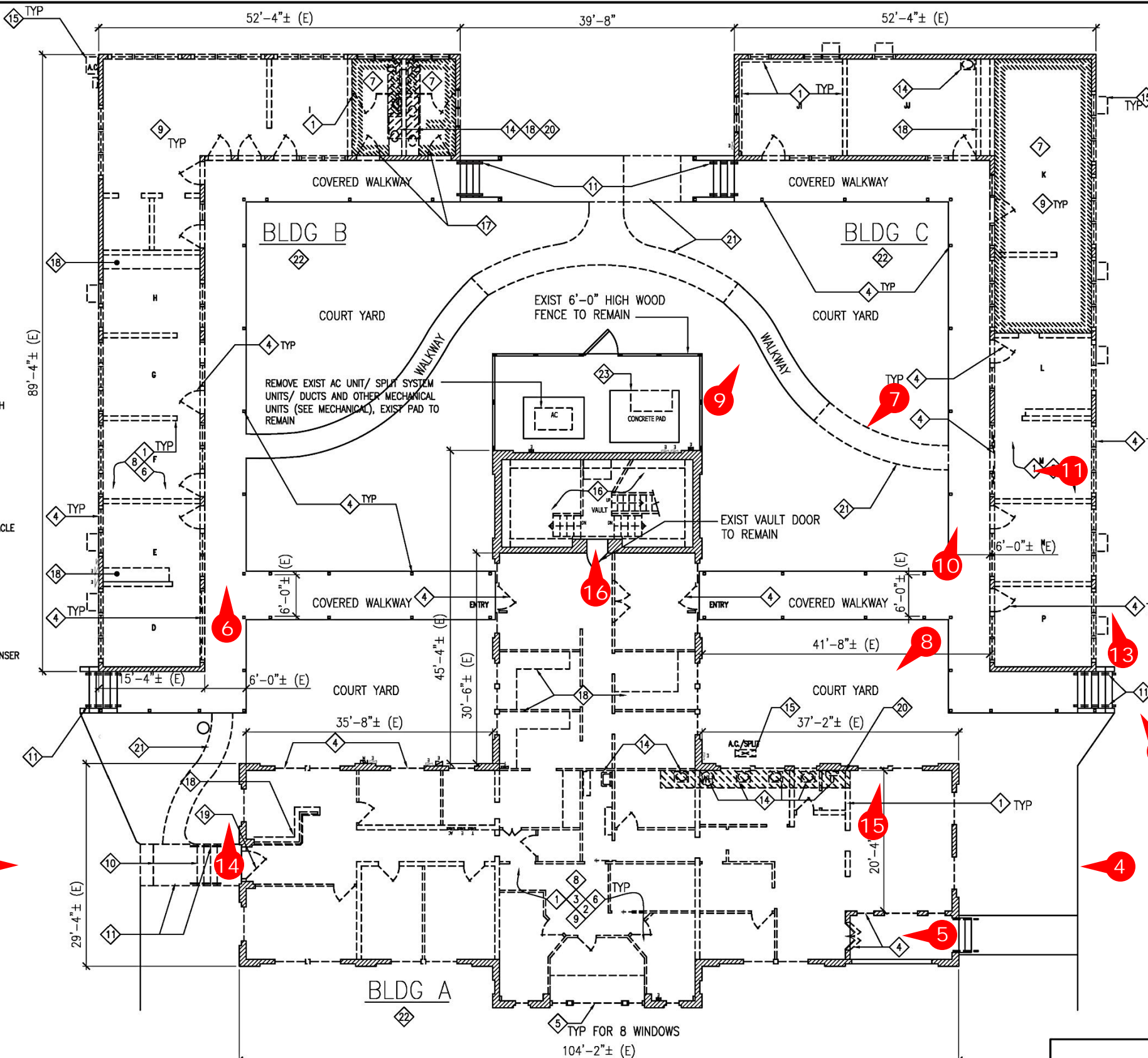
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

ARCHITECTURAL ABBREVIATION LIST

A/C	ASPHALT CONCRETE	INT	INTERIOR
A/C	AIR CONDITIONING	INSUL	INSULATION
ACOUS	ACOUSTICAL	LAV	LAVATORY
AFF	ABOVE FINISH FLOOR	MANUF	MANUFACTURER
ADJ	ADJUSTABLE	MAX	MAXIMUM
ALUM	ALUMINUM	MECH	MECHANICAL
&	AND	MET	METAL
APPROX	APPROXIMATE	MIN	MINIMUM
@	AT	MISC	MISCELLANEOUS
BLKG	BLOCKING	NIC	NOT IN CONTRACT
BD	BOARD	NO	NUMBER
BOT	BOTTOM	N/A	NOT APPLICABLE
BLDG	BUILDING	OC	ON CENTER
CAB	CABINET	O.D.	OUTSIDE DIAMETER
CLG	CEILING	OH	OVERHEAD
CL	CENTERLINE	PTD	PAPER TOWEL DISPENSER
CER	CERAMIC	P.LAM	PLASTIC LAMINATE
CLR	CLEAR	PSI	POUNDS PER SQUARE INCH
COL	COLUMN	PVC	POLYVINYL CHLORIDE
COMM	COMMUNICATIONS	RAD	RADIUS
CONC	CONCRETE	RECOMM	RECOMMENDATION
CMU	CONCRETE MASONRY UNIT	REFRIG	REFRIGERATOR
COND	CONDITION	REINF	REINFORCING
CONT	CONTINUOUS	REQD	REQUIRED
		RM	ROOM
DET	DETAIL	SNR	SANITARY NAPKIN RECEPTACLE
Ø	DIAMETER	SCHED	SCHEDULE
DIA	DIAMETER	SIM	SIMILAR
DIM	DIMENSION	SD	SOAP DISPENSER
DR	DOOR	SQ	SQUARE
DBL	DOUBLE	SST	STAINLESS STEEL
DN	DOWN	STL	STEEL
DS	DOWNSPOUT	STRUC	STRUCTURAL
DWGS	DRAWINGS	THRES	THRESHOLD
EA	EACH	TPH	TOILET PAPER HOLDER
EFS	EXTERIOR FINISH SYSTEM	TSCD	TOILET SEAT COVER DISPENSER
EIFS	EXTERIOR INSULATED FINISH SYSTEM	TYP	TYPICAL
EQ	EQUAL	VTR	VENT THROUGH ROOF
EXIST	EXISTING	VERT	VERTICAL
EXP	EXPANSION	WC	WATER CLOSET
EXT	EXTERIOR	WH	WATER HEATER
FIN	FINISH	WR	WATER RESISTANT
FE	FIRE EXTINGUISHER	W/	WITH
FEC	FIRE EXTINGUISHER CABINET	WD	WOOD
FFE	FINISH FLOOR ELEVATION	WVF	WELDED WIRE FABRIC
FLR	FLOOR		
FD	FLOOR DRAIN		
FS	FLOOR SINK		
FTG	FOOTING		
GALV	GALVANIZED		
GYP	GYPSONUM		
H	HEIGHT OR HIGH		
HORIZ	HORIZONTAL		

DEMOLITION NOTES

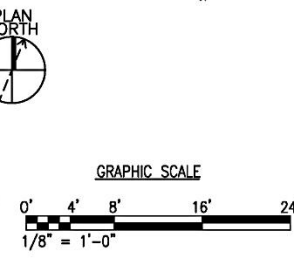
- REMOVE ALL EXISTING INTERIOR PARTITION WALLS
- REMOVE EXISTING WALL PAPER, WAINSCOT, WOOD TRIMS AND ALL OTHER FINISHES ON WALLS TO MASONRY SUBSTRATE, TYP
- REMOVE EXISTING INTERIOR DOORS, DOOR JAMBS, AND TRIMS, TYP
- PROBE AND EXAMINE ALL WOOD, REMOVE DETERIORATION, EPOXY INJECT AND REPAIR
- REMOVE EXISTING WINDOWS, WINDOW JAMBS, TRIMS, AND WINDOW TREATMENTS DOWN TO ROUGH OPENING
- REMOVE EXISTING FLOORING, FLOOR BASE TO CONCRETE SUBSTRATE, COMPLETE, TYP
- REMOVE CERAMIC TILE FLOORING TO CONCRETE SUBSTRATE.
- REMOVE EXISTING CEILING GRID/TILES, AND INTERIOR LIGHT FIXTURES, COMPLETE, TYP,
- REMOVE EXISTING CEILING TILES AND PLASTER/WOOD LATHE CEILING
- DEMOLISH EXISTING CONCRETE STAIRS AND PORTION OF CONC PAD
- REMOVE EXIST EXTERIOR HANDRAIL & PROVIDE TO HAR-M
- REMOVE EXISTING EXTERIOR GUTTER AND DOWNSPOUT, TYP (ON SHT A-2)
- REMOVE EXISTING WATER DIVERTER (ON SHT A-2)
- REMOVE EXIST PLUMBING FIXTURES, COMPLETE, SAW CUT AND PATCH CONC FLOOR FOR NEW PLUMBING CONFIGURATION.
- REMOVE EXIST WINDOW AC UNIT, AND INSTALL GLASS
- REMOVE EXISTING WOOD SHELVING, SUPPORTS AND STAIRS COMPLETE AT BUILDING A VAULT
- REMOVE EXISTING EXTERIOR DOOR, CUT CMU FOR NEW DOORS
- REMOVE EXISTING CASEWORK
- REMOVE EXISTING DOOR, DOOR JAMB, AND TRANSOM
- CUT & PATCH EXIST CONC FOR PLUMBING
- REMOVE PORTION OF CONCRETE WALKWAY (SEE CIVIL AND LANDSCAPE)
- TERMITE FUMIGATION EXISTING BUILDING
- SWACUT EXIST CONC SLAB, REFER TO S-3.



DEMOLITION FLOOR PLAN - OLD KAHULUI RAILROAD BUILDINGS A, B, & C
 SCALE: 1/8" = 1'-0"

LEGEND

	EXISTING TO REMAIN
	EXISTING TO BE REPAIRED NOTE #4 OR DEMOLISHED
	REFER TO DEMOLITION NOTE #7



SITE PLAN KEY WITH NUMBERED PHOTOGRAPHS
 Photograph Date: January 23, 2014
 Photographer: Fung Associates, Inc.



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION.
 DATE: AUG 2013
 SCALE: AS SHOWN

REV	DATE	DESCRIPTION	BY	APPROVED
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS DIVISION				
JOB TITLE RELOCATE MAUI DISTRICT OFFICE TO THE OLD KAHULUI RAILROAD BUILDING, ETC. KAHULUI HARBOR, MAUI				
SHEET TITLE ARCHITECTURAL ABBREVIATION LIST & DEMOLITION FLOOR PLAN				
SUBMITTED BY:		RECOMMENDED BY:		
DESIGNED BY: JC	APPROVED BY:	ENGINEERING PROGRAM MANAGER		
DRAWN BY: AC	HARBORS ADMINISTRATOR		SHEET	
CHECKED BY: JA	JOB NUMBER		A-1	
DATE: AUG 2013	H.C.30114		34 of 116	
FOR QUESTIONS, CONTACT HARBORS ENGINEERING DESIGN AT 587-1958				

Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

Maps:

Maui Island map courtesy of Google Maps (May 30, 2014)



Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

Maps:

Kahului Harbor area map courtesy of USGS Maps (May 30, 2014)

Note: See following page for enlarged map of the area shown with blue dotted line



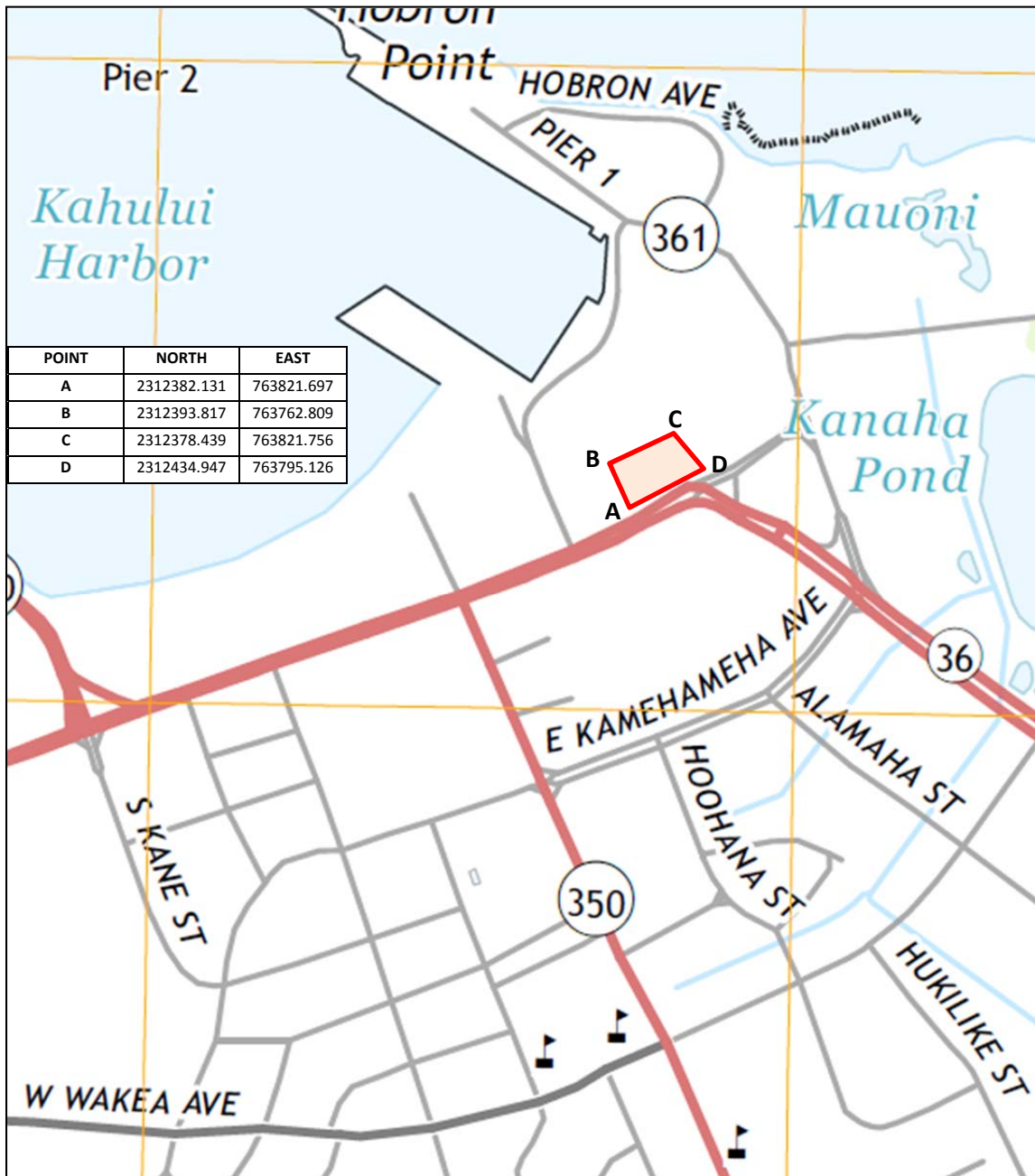
Kahului Railroad Administration Building
 Name of Property

Maui, Hawaii
 County and State

Maps:

Enlarged map courtesy of USGS Maps (May 30, 2014)

Note: Tax Map Key (TMK) boundaries of property are outlined in red

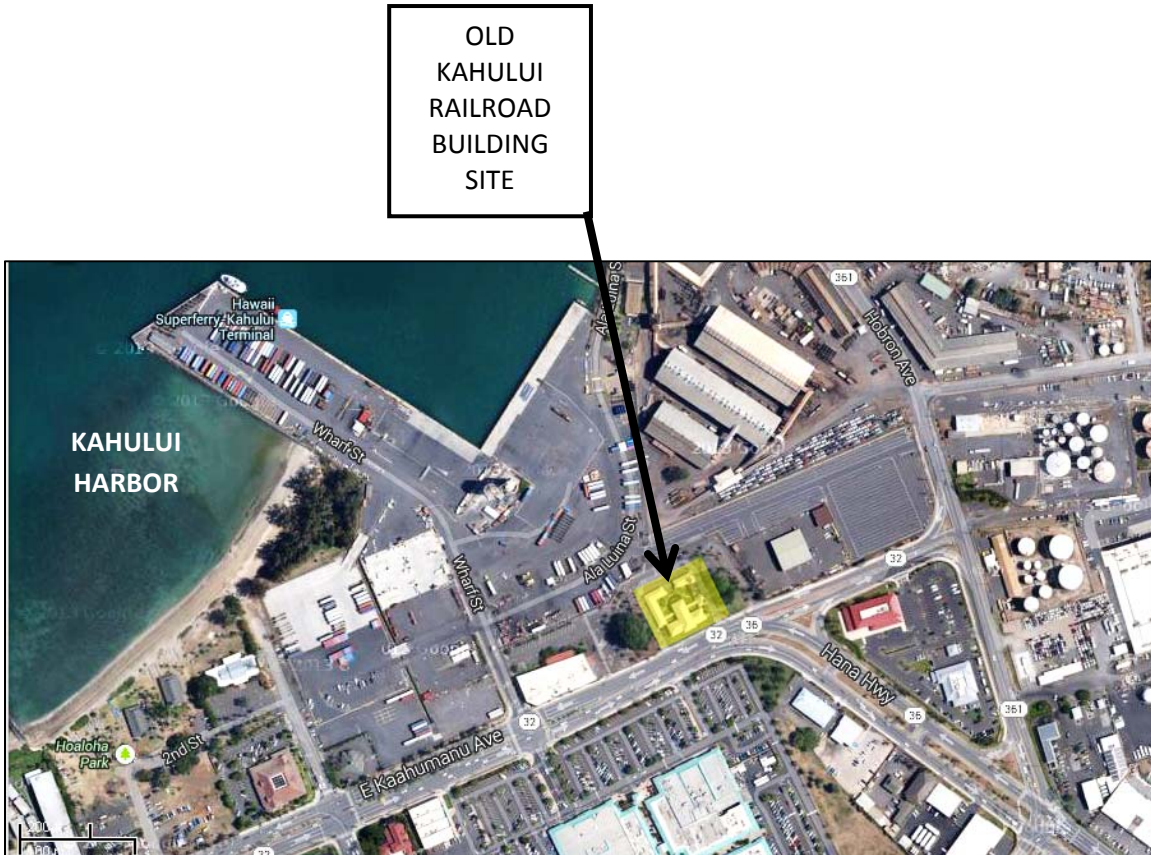


Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

Maps:

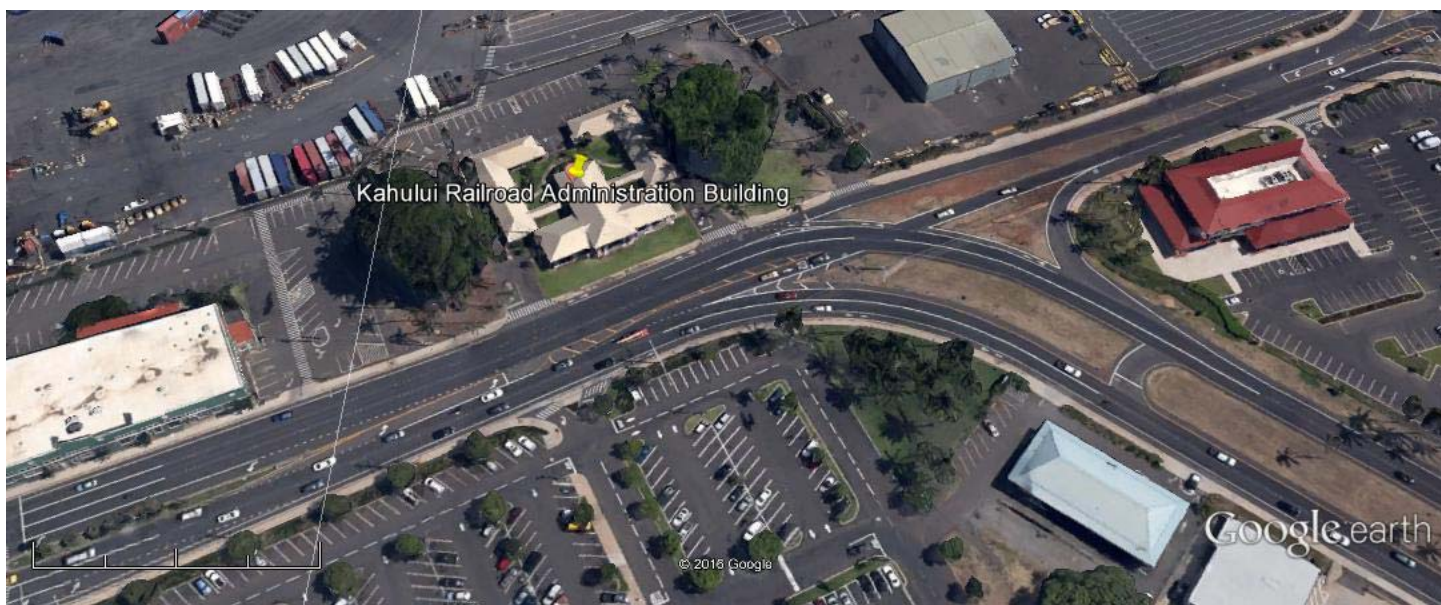
Overview street map courtesy of Google Maps (May 30, 2014)





Google earth





Kahului Railroad Administration Building

Coordinates: 20.892856°, -156.464473°



OLD KAHULUI RAILROAD BUILDING

101 KAAHUMANU



OLD KAHUAKAIA RAILROAD BUILDING

IOI KAHUAKAIA

1915



110

110

A

110

Blue sign on utility pole



111
1111
1111

A

We
♥

PARKING





























UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Kahului Railroad Administration Building

MULTIPLE NAME:

STATE & COUNTY: HAWAII, Maui

DATE RECEIVED: 4/08/16 DATE OF PENDING LIST: 4/29/16
DATE OF 16TH DAY: 5/16/16 DATE OF 45TH DAY: 5/24/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000274

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

The Kahului Railroad Administration Building is locally significant under National Register Criteria A and C in the areas of Transportation and Architecture. The single-story, reinforced concrete building is a fine local example of Classical Revival-styled design, by important island architect William D'Esmond. Constructed in 1924 with additions in 1954, the building served as the administrative offices for the Kahului Railroad Company, the state's first licensed railway. The Kahului Railroad provided significant transportation and shipping infrastructure for Maui's expansive sugar cane and fruit canning economy.

RECOM./CRITERIA Accept Criteria A&C

REVIEWER Paul R. Lusignea DISCIPLINE HISTORIAN

TELEPHONE _____ DATE 5/17/2016

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Deputy Directors
JEFFREY CHANG
RANDY GRUNE
AUDREY HIDANO
JADINE URASAKI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
HAR-ED
5190.15

December 1, 2014

Ms. Annalise Kehler, Cultural Resources Planner
Long Range Planning Division
County of Maui
2200 Main Street, Suite 601
Wailuku, Hawaii 96793

Dear Ms. Kehler,

Thank you for informing us of the public hearing scheduled on December 5th, 2014, for the Kahului Railroad Administration Building, regarding its nomination to the Hawaii State and National Registers of Historic Places. Per our earlier consultation submittal to your office and the State Historic Preservation Division office, dated May 6th, 2014, we are currently in the design process for renovations of this State-owned building and appreciate the helpful comments we have received thus far from your office on this project.

We understand that this building is regarded as a good example of a classical revival style building constructed on Maui during the 1920s and that the Kahului Railroad Company was the first and longest lasting railroad company to operate in Hawaii, in connection with the sugar industry; thus, this site recognizes important developments throughout the history of Hawaii's transportation and economic sectors.

As such, the Hawaii State Department of Transportation – Harbors Division is pleased to confirm our support for the nomination of the Kahului Railroad Administration Building property to both historic registers.

If you have any questions or comments, please feel free to contact Randal Hiraki, Project Engineer, at (808) 587-1958.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross M. Higashi".

ROSS M. HIGASHI
Interim Director of Transportation

c: Jayson Chan of Architects Pacific, Tonia Moy of Fung Associates
bc: DEP-H, HAR-M, HAR-PM
RH: ai

David Y. Ige
GOVERNOR OF HAWAII



RECEIVED 2280

APR 08 2016

Nat. Register of Historic Places
National Park Service



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING
601 KAMOKILA BLVD, STE 555
KAPOLEI, HAWAII 96707

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

KEKOA KALUHIWA
FIRST DEPUTY

JEFFREY T. PEARSON
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

March 30, 2016

LOG NO: 2016.00669
DOC NO: 1603MB39

Paul Lusignan
National Park Service
1201 "Eye" Street, 8th Floor
Washington, DC 20005

RE: **Kahului Railroad Building National Register Nomination**
101 E. Ka'ahumanu Hwy
Kahului, Maui 96732
Wailuku Ahupua'a, Puali Komohana Moku, Island of Maui
TMK: (2) 3-7-010:036

Dear Mr. Lusignan,

I am pleased to recommend the Kahului Railroad Building for consideration to the National Register of Historic Places. **The enclosed disk contains the true and correct copy of the nomination for the Kahului Railroad Building to the National Register of Historic Places.** Thank you for reviewing and processing this nomination, contact Megan Borthwick at Megan.Borthwick@hawaii.gov or (808) 692-8029 if you have questions or concerns about this submittal.

Mahalo,

A handwritten signature in black ink, appearing to read "Alan S. Downer".

Alan S. Downer, PhD.
Administrator, State Historic Preservation Division
Deputy State Historic Preservation Officer