

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED NOV 28 1975
DATE ENTERED DEC 1 1975

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

~~HISTORIC~~ OAHU RAILWAY AND LAND COMPANY RIGHT OF WAY

AND/OR COMMON

Hawaii Register of Historic Places Site Number 80-12-9714

2 LOCATION

STREET & NUMBER

Barber's Point between Nanakuli and Honolulu

NONE

NOT FOR PUBLICATION

CITY, TOWN

NANAKULI - HONOLULU

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

HAWAII

CODE

COUNTY

HONOLULU

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	OTHER: <input checked="" type="checkbox"/> Comments

4 OWNER OF PROPERTY

NAME

UNITED STATES NAVY

STREET & NUMBER

HEADQUARTERS, FOURTEENTH NAVAL DISTRICT, BOX 110

CITY, TOWN

FPO SAN FRANCISCO

VICINITY OF

STATE

CALIFORNIA

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

BUREAU OF CONVEYANCES

STREET & NUMBER

403 SOUTH QUEEN STREET

CITY, TOWN

HONOLULU

STATE

HAWAII

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

HAWAII REGISTER OF HISTORIC PLACES

DATE

MARCH, 1974

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

DEPT. OF LAND AND NATURAL RESOURCES, STATE PARKS DIVISION

CITY, TOWN

HONOLULU

STATE

HAWAII

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Narrow-gauge steel rails (36") on a raised roadbed of mixed materials.

Total length is 15 miles. Width of right-of-way is 40 feet. Begins makai (area towards the sea) of West Loch, Pearl Harbor, near Waikiki and Lualualei Road. Runs east along coast makai of highway past Kahe Point. At approximately 3/4 of a mile east of Kahe Point, the right-of-way cuts inland (northeast) and begins to run roughly parallel and makai of Waimanalo Road. It passes just mauka of Barbers Point Naval Air Station, then in an increasing northeasterly direction to pass just mauka (towards the mountains) of Ewa. Approximately 2.2 miles east of Ewa, the historic right-of-way terminates at Honouliuli.

This right-of-way contains the longest stretch of narrow-gauge railroad track in Hawaii. It is in good condition, as is the roadbed. This is due to maintenance by the Navy.

8 SIGNIFICANCE

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input checked="" type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		Acculturated Hawaii

Economic, Biographical

SPECIFIC DATES 1889, 1895, 1947, BUILDER/ARCHITECT
1950

STATEMENT OF SIGNIFICANCE

1. Material Significance: The Nanakuli-Honouliuli right-of-way is the longest stretch of continuous railroad track in Hawaii. It is also one of the longest stretches of narrow-gauge railroad track in place in the United States.
2. Historical Significance: The Nanakuli-Honouliuli right-of-way is the longest remaining continuous stretch of the historic Oahu Railway and Land Company narrow-gauge railroad in existence.

It is a well-preserved remnant of the earlier 175 miles of track laid by this railroad that had a tremendous effect on the economic development of Oahu and the State of Hawaii.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Kuykendal, Ralph S. The Hawaiian Kingdom, Vol. III, 1874-1893: The Kalakaua Dynasty. Honolulu, University of Hawaii Press, 1967.
- Hungerford, John B. Hawaiian Railroads: A Memoir of the Common Carriers of the Fiftieth State. Reseda, California: Hungerford Press, 1963.

10 GEOGRAPHICAL DATA

No UTM sticks on some maps

ACREAGE OF NOMINATED PROPERTY 63.03

UTM REFERENCES

EAST POINT			WEST POINT		
A	04	5100800	B	04	5186100
	ZONE	EASTING		ZONE	EASTING
C		2361480	D		2361480
		NORTHING			NORTHING

VERBAL BOUNDARY DESCRIPTION

A linear site -- starting at a point approximately 100 yards east of the Fort Weaver Road Crossing (Ewa Quadrangle), then proceeding west across the Ewa Peninsula to a point near Brown's Camp where it turns Northwest, parallel to the coastline to a point approximately 100 yards NW of the Lualualei Road cutoff in Nanakuli town (Waianae Quadrangle). Right-of-way is 40 feet wide at all points.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Gary Cummins, Historian

March 1974

ORGANIZATION

Hawaii Register of Historic Places

DATE

(808) 548-6408

STREET & NUMBER

465 South King Street

TELEPHONE

CITY OR TOWN

Honolulu

STATE

Hawaii

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Jane L. Silverman

November 24, 1975

TITLE

State Historic Preservation Officer

DATE

November 21, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Acting

[Signature]

DATE

12/1/81

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

[Signature]

DATE

11-28-75

KEEPER OF THE NATIONAL REGISTER

acting

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Historic Sketch: The principal force behind the creation of the Oahu Railway and Land Company was Benjamin F. Dillingham. He had originally come to Hawaii from Massachusetts in 1865 as a sailor. He stayed in the Islands to become a successful businessman and developer. In the late 1870's he became interested in a colonization project for the lands along the western and northern coasts of Oahu. The area was dry and most believed the land to be infertile and worthless. When, in 1879, however, it was proven feasible to irrigate the lands with artesian water, Dillingham's plans took on new life.

He realized that even with water readily available any agricultural development would fail unless an efficient means of transportation for the crops from the fields to Honolulu was developed. At that time, Oahu's road system was practically nonexistent so Dillingham saw that a railroad was the answer.

The Hawaiian government shared Dillingham's views on the importance of developing rail systems for the kingdom. In 1878, the Legislature passed a law "to promote the construction of railways." It set forth the conditions under which railroad corporations could be established and authorized the Minister of the Interior to guarantee such corporations a profit of five percent annum on the cost of their roads and equipment.

Dillingham was not the first to build a railroad under the new law. Captain Thomas Hobron built the Kahului Railroad Company on Maui in 1881 and Samuel G. Wilder on Hawaii built a line from Mahukona to Niulii. Dillingham's line, however, was to prove the most important and successful in the Islands. ✓

In 1886, Dillingham went to England in an attempt to secure capital for his enterprise. British financiers, however, were alarmed over the unstable internal politics in the Hawaiian Kingdom and refused to back him.

He returned to Hawaii, and with the help of several prominent businessmen, convinced the Legislature to enact a law authorizing the Minister of the Interior "to contract with B. F. Dillingham, his associates and successors and their assigns, or such corporation as shall be formed and organized by him or them under the Laws of this Kingdom... for the constructing and operating on the Island of Oahu a steam railroad...for the carriage of passengers and freight."

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Historic Sketch: Most persons thought he would fail. An earlier authorization to a Charles Wilson to construct and operate a railroad through Honolulu from Pearl River Lagoon on the west to Niu on the east had failed before the first spike could be driven.

Dillingham teamed with Samuel C. Allen, James B. Castle, Rober Lewers, John H. Paty, and Mark P. Robinson to organize the Oahu Railway and Land Company which was chartered on February 4, 1889.

Construction of the railroad began immediately. Dillingham threw himself into the project with vigor, acting as both financier and construction worker. He spared little expense, either of himself or his finances. He brought in Hawaii's first steam shovel to speed the work. Part of the reason for his haste was a promise he had somewhat recklessly made to his friends on his 44th birthday, when the Legislature had awarded him the railroad franchise. He promised them all a ride on his railroad on his next birthday, and he meant to keep that promise.

✓ Charles H. Kluegel, an experienced civil engineer directed the survey work and construction of the roadbed. He was assisted by George P. ✓ Denison, who later became general manager of the line. The first track of German-made steel rails was laid in August, 1889, and by September 4, 1889, Dillingham's 45th birthday, a few miles of track was ready for use. Some flatcars had arrived, but one essential item-- a locomotive--had not been delivered. Dillingham, to make good his promise, had to purchase outright from the Hawaiian government, a small saddle-tanker locomotive which was supposed to have pulled street cars in Honolulu.

The little engine had not even been unpacked from its crate, and in their haste to get it ready, Dillingham's men neglected to remove the packing grease from the boiler. When at last the promised ride was made, with Dillingham's guests dressed in their Sunday best and grouped on the flatcars, the engine's smokestack spewed out a sticky, black cloud of grease and smoke over everyone.

Despite the wounded vanity of his friends, Dillingham had made good his promise and his success was assured. By November, the tracks extended as far as Aiea, and the line was formally opened to the public on November 16, King Kalakaua's birthday. Some four thousand persons rode on the line that day in new passenger coaches pulled by the overdue Baldwin locomotives.

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Historic Sketch: The tracks continued to snake their way westward around the island. They were completed to Pearl City by January 1, 1890; to Waianae by July 4, 1898; and to Kahuku, the furthest point, on January 1, 1899.

✓ Dillingham's prediction of an agricultural boom was soon realized. He pushed his plantation developments (Ewa Plantation Company, Kahuku Plantation Company, the Oahu Sugar Company and the Waialua Agricultural Company), and carried the produce of others to the economic benefit of all.

✓ The first sugar crop carried by the Oahu Railway and Land Company was that from the Ewa Plantation--2,849 tons. By 1895, sugar production on Oahu had climbed to 21,000 tons per year, with nine plantations in operation. The O.R.&L. carried just about all of their produce to Honolulu. Millions of dollars were put into sugar operations, made possible by the O.R.&L. It, in turn, prospered. It was one of the few railroads in the United States to never miss a dividend to its stockholders. By 1915, the O.R.&L. was paying taxes equal to the total amount of taxes collected on all of Oahu in 1892.

Not only sugar benefited from the railroad. Dillingham was interested in diversified agriculture and was an early supporter of James Dole's efforts to make pineapple a paying crop. Dillingham pushed a spur of track up to the highlands of Wahiawa, where pineapple thrived. In Honolulu, Dole was able to set up a cannery on land provided by Dillingham. By 1914, the O.R.&L. was carrying 32,000 tons of pineapple a year.

Another boost to the line's fortunes came as a result of the development of Pearl Harbor and Schofield Barracks. The military came to be one of the line's most important customers.

✓ The Oahu Railway and Land Company line carried passengers as well as freight. In 1891, the total was 133,644. By 1908, this total rose to 446,318; by 1915, nearly 1,000,000; 1922, 1,400,000. The 1930's saw a vast improvement in the road system in Hawaii, and cars began to cut into the railroad's passenger totals. This trend was dramatically reversed by World War II. In 1941, the passenger list was less than 1,000,000. By the end of 1942, however, this total rose to 2,365,601 and 1943 saw an all-time high of 2,642,516.

✓ The Oahu Railway and Land Company line performed yeoman service during the war by carrying supplies and munitions, troops, and defense workers.

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Historic Sketch: The equipment used by the railroad was exclusively narrow-gauge (36-inch). Most of the locomotives were ordered from the Baldwin Locomotive Works in Philadelphia, Pa. From the original little saddle-tanker used by Dillingham to take his friends on the first ride on his tracks, the total number of locomotives rose to 13 by 1908. Instead of a few flatcars, the line by then had a total of 314 cars of all sizes and uses. By 1915, there were 22 locomotives. The highest amount of track was reached in 1934--174.96 miles.

After World War II, the passenger and freight carrying totals for the Oahu Railway and Land Company fell drastically. The line's reason for being---transportation of agricultural produce, was being served more economically by motorized vehicles. On December 12, 1947, all operations outside Honolulu were abandoned. It was not long before all railroad operations in Honolulu itself were likewise ceased.

In 1950, the track and right-of-way from Pearl Harbor to Lualualei Naval Ammunition Depot passed into the hands of the Navy Department for the sum of \$1.00. The Navy continued to use this line until recently to carry ammunition from Pearl Harbor to the Depot, using diesel locomotives. The Navy did an excellent job of maintaining the track and roadbed.

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Conde, Jesse and Best, Gerald. Sugar Trains: Narrow Gauge Rails of Hawaii. Felton, California: Glenwood Publishers, 1973.