Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

HONOLULU

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HAWAII

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 COMMO Hawaii Register of Historic Places Site Number 80-12-9714 2 LOCATION Rollins Point hetereen hanakuli and Honoulin STREET & NUMBER NOT FOR PUBLICATION NONE CITY TOWN CONGRESSIONAL DISTRICT mint NANAKULI -HONOLULU VICINITY OF STATE CODE COUNTY CODE HAWAII HONOLULU **3 CLASSIFICATION** CATEGORY OWNERSHIP STATUS **PRESENT USE** __DISTRICT XPUBLIC _OCCUPIED __AGRICULTUREMUSEUM __BUILDING(S) ----PRIVATE XUNOCCUPIED COMMERCIAL ___PARK XSTRUCTURE BOTH ___EDUCATIONAL PRIVATE RESIDENCE PUBLIC ACQUISITION ___SITE ACCESSIBLE __ENTERTAINMENT ___RELIGIOUS ___OBJECT __IN PROCESS _YES: RESTRICTED ___GOVERNMENT ___SCIENTIFIC XYES: UNRESTRICTED ____BEING CONSIDERED INDUSTRIAL ___TRANSPORTATION X Comments ___NO ___MILITARY **4 OWNER OF PROPERTY** NAME UNITED STATES NAVY STREET & NUMBER HEADQUARTERS, FOURTEENTH NAVAL DISTRICT, BOX 110 CITY, TOWN STATE FPO SAN FRANCISCO VICINITY OF CALIFORNIA LOCATION OF LEGAL DESCRIPTION COURTHOUSE. REGISTRY OF DEEDS, ETC. BUREAU OF CONVEYANCES STREET & NUMBER 403 SOUTH QUEEN STREET CITY, TOWN STATE HONOLULU HAWAII REPRESENTATION IN EXISTING SURVEYS TITLE HAWAII REGISTER OF HISTORIC PLACES DATE 1974 __FEDERAL _XSTATE __COUNTY __LOCAL MARCH. DEPOSITORY FOR SURVEY RECORDS DEPT. OF LAND AND NATURAL RESOURCES STATE PARKS DIVISION CITY, TOWN STATE



CONDITION

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EXCELLENT	DETERIORATED	UNALTERED	XORIGINAL SITE
XGOOD	RUINS	XALTERED	MOVED DATE
FAIR	UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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

CHECK ONE

CHECK ONE

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	AR	REAS OF SIGNIFICANCE CH	IECK AND JUSTIFY BELOW	
PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	X.SCIENCE
1500-1599	_XAGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
1700-1799	ART	XENGINEERING	MUSIC	THEATER
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X1900-	X.COMMUNICATIONS	XINDUSTRY	POLITICS/GOVERNMENT	X_OTHER (SPECIFY)
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SPECIFIC DAT	TES 1889 1895	1947 BUILDER/ARCH	HITECT	

SPECIFIC DATES 1889, 1895, 1947, BUILDER/ARCHITECT

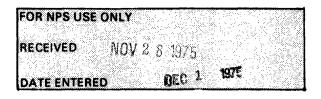
STATEMENT OF SIGNIFICANCE

- 1. <u>Material Significance</u>: 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. <u>Historical Significance</u>: 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. <u>The Hawaiian Kingdom, M</u> <u>The Kalakaua Dynasty</u> . Honolulu, Universit	<u>ol. III, 1874-1893</u> : y of Hawali Press, 1967
Hungerford, John B. <u>Hawaiian Railroads: A</u> <u>Carriers of the Fiftieth State</u> . Reseda, C Press, 1963.	alifornia: Hungerford
10 GEOGRAPHICAL DATA	nuticke on some of maps
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Έλς Τημαρια το Ασοχούο το	
POINT A Q. H. <u>SI 10001810</u> 2336.149.01 BQ.4 5 ZONE EASTING NORTHING ZONE EA C	
A linear site starting at a point app	roximately 100 yards
east of the Fort Weaver Road Crossing (E	
proceeding west across the Ewa Peninsula	
Brown's Camp where it turns Northwest, p	
to a point approximately 100 yards NW of	
cutoff in Nanakuli town (Waianae Quadran	gle). Right-of-way is
40 foot wide at all points LISTALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING	STATE OR COUNTY BOUNDARIES
STATE CODE COUNTY	CODE
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11 FORM PREPARED BY NAME/TITLE Gary Cummins, Historian	March 1974
	riar cn 1974
ORGANIZATION	DATE
ORGANIZATION	DATE (808) 548-6408
ORGANIZATION <u>Hawaii Register of Historic Places</u> STREET & NUMBER	DATE
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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM



CONTINUATION SHEET

ITEM NUMBER

PAGE

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.

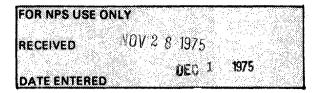
The Hawaiian government shared Dillingham's views on the importance of developing rail systems for the kingdom. In 1878, the Legislature passed a law "to promote the construction of railways." It set forth the conditions under which railroad corporations could be established and authorized the Minister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

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM



CONTINUATION SHEET

ITEM NUMBER

PAGE TWO

<u>Historic Sketch</u>: 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.

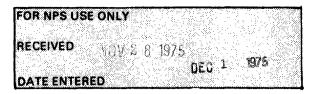
Construction of the railroad began immediately. Dillingham threw himself into the project with vigor, acting as both financier and construction worker. He spared little expense, either of himself or his finances. He brought in Hawaii's first steam shovel to speed the work. Part of the reason for his 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.

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM



CONTINUATION SHEET

ITEM NUMBER

PAGE Three

<u>Historic Sketch</u>: 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.

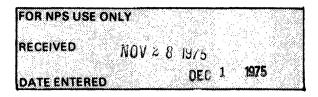
Not only sugar benefited from the railroad. Dillingham was interested in diversified agriculture and was an early supporter of James Dole's efforts to make pineapple a paying crop. Dillingham pushed a spur of track up to the highlands of Wahiawa, where pineapple thrived. In Honolulu, Dole was able to 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 carring supplies and munitions, troops, and defense workers.

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CONTINUATION SHEET

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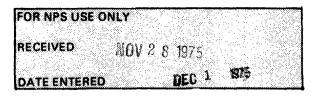
PAGE Four

<u>Historic Sketch</u>: 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 conomically 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.

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM



CONTINUATION SHEET BIBLIOGRAPHY ITEM NUMBER PAGE TWO

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