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 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: [2] 3-7-00:036
   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   Not For Publication: [ ]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__ X __local__
   Applicable National Register Criteria:
   X A __ B X C __ D

Signature of certifying official/Title: ___________________________ Date ___________________________
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
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

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: [ ]

Public – Local [ ]

Public – State [X]

Public – Federal [ ]

Category of Property

(Check only one box.)

Building(s) [X]

District [ ]

Site [ ]

Structure [ ]

Object [ ]
Kahului Railroad Administration Building
Name of Property

Maui, Hawaii
County and State

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

<table>
<thead>
<tr>
<th>Contributing</th>
<th>Noncontributing</th>
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<td>objects</td>
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<td>Total</td>
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</tbody>
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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
7. **Description**

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

Late 19th & 20th Century Revival
Classical Revival

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**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.)

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**Summary Paragraph**

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 building has a shallow-pitched, corrugated metal, hipped roof with overhanging closed eaves, and it sits on a 16"-high raised foundation. It 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 historic integrity.

**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.

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
Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

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NPS Form 10-900

The 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 1923 building. This took the form of a pair of free-standing, L-shaped buildings 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.
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
Kahului Railroad Administration Building
Name of Property

Areas of Significance
(Enter categories from instructions.)
Transportation
Architecture

Period of Significance
1924-1964

Significant Dates
1924

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
William D'Esmond
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 1924-1964 — years when the building was actively used by the Kahului Railroad Company. The period of significance concludes in 1964 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, 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. Upon its opening, the newspaper found, "The colonial effect of the new building of the Kahului Railroad Company is striking in contrast to other buildings in the seaport town and is effective and attractive." 

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." 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.” 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 Administration Building’s vault door, manufactured by Macneale & Urban Co. of Cincinnati, Ohio, is actually much older than the building. This 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 involuntary receivership on January 20, 1903. The Mosler Safe Co. purchased the Macneale & Urban plant on February 27, 1907, and absorbed the business.

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.

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Kahului Railroad Administration Building  
Name of Property

Maui, Hawaii  
County and State

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. 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 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 Waikama Gulch with its 306’-long and 119’-high steel trestle. In 1924, the final leg of the railroad’s

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

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 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.
9. Major Bibliographical References

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


County of Maui Tax Records, various.


Maui News


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


Kahului Railroad Administration Building
Name of Property

Prehious 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): ____________
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.
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: October 27, 2014

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
Maps:
Maui Island map courtesy of Google Maps (May 30, 2014)
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
Maps:
Enlarged map courtesy of USGS Maps (May 30, 2014)
Note: Tax Map Key (TMK) boundaries of property are outlined in red
Maps:
Overview street map courtesy of Google Maps (May 30, 2014)
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

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 (cut 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.
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.
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.
Photographs:

Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Façade of the Kahului Railroad Building on Kaahumanu Avenue, facing north.
1 of 18.
Name of Property: Kahului Railroad Company Administration Building

City or Vicinity: Kahului

County: Maui

State: Hawaii

Photographer: Alison Chiu

Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Oblique view of façade and original inset entryway (now in-filled), facing northeast.

2 of 18.
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Don Hibbard
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Current primary entrance at west elevation, facing east.
3 of 18.
Kahului Railroad Administration Building

Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Don Hibbard
Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Front portion of east elevation, facing west.

4 of 18.
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui, Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Lanai entryway at east elevation, facing west.
5 of 18.
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Gabled walkway connecting Building B to rear west elevation of Building A (out of view, far right), facing northeast.

6 of 18.
Kahului Railroad Administration Building

Name of Property: Kahului Railroad Company Administration Building

City or Vicinity: Kahului

County: Maui

State: Hawaii

Photographer: Alison Chiu

Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Gabled walkway connection at Building A east elevation, facing southwest.

7 of 18.
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating
direction of camera: Windows at rear and side elevations, facing southwest.
8 of 18.
Kahului Railroad Administration Building
Name of Property

Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Building C and courtyard, facing northeast; configuration is mirrored on west side at Building B.

9 of 18.
Kahului Railroad Administration Building

Name of Property: Kahului Railroad Company Administration Building

City or Vicinity: Kahului

County: Maui

State: Hawaii

Photographer: Alison Chiu

Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Overview of Building C walkway, facing northeast.

10 of 18.
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Interior view of sliding doors at Building C, Unit M, facing west.
11 of 18.
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Building C east elevation, facing northwest.

12 of 18.
Kahului Railroad Administration Building
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Building C roof eaves, facing north.
13 of 18.
Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Don Hibbard
Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: 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.

14 of 18.
Kahului Railroad Administration Building

Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii

Photographer: Alison Chiu
Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Original window hardware, facing north.

15 of 18.
Kahului Railroad Administration Building

Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Vault door detail with MacNeale and Urban inscription, facing north.

16 of 18.
Kahului Railroad Administration Building

Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Alison Chiu
Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: View from roadway, facing northeast.

17 of 18.
Kahului Railroad Administration Building

Name of Property: Kahului Railroad Company Administration Building
City or Vicinity: Kahului
County: Maui
State: Hawaii
Photographer: Tonia Moy
Date Photographed: January 23, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: View from roadway, facing northwest.

18 of 18.