

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: Oahu Railway & Land Company Terminal Property

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: 333 and 355 N. King

St.

City or town: Honolulu State: HI County: Honolulu

Not For Publication: ☐ Vicinity: ☐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

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

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

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

☒

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☒

District

☐

Site

☐

Structure

☐

Object

☐

Oahu Railway and Land Company Terminal

Property

Name of Property

Honolulu, HI

County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

2

Noncontributing

buildings

sites

structures

objects

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation/Rail-related (Depot Building)

Commerce/Business (Document & Storage Building)

Current Functions

(Enter categories from instructions.)

Government/Government Office (Depot Building)

Social/Civic (Document & Storage Building)

Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Late 19th & 20th Century Revivals

Mediterranean Revival

Classical Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete foundation and walls, Stucco walls, Terra Cotta 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 Oahu Railway and Land Company (OR&L) Terminal property is located in a light industrial area on the periphery of downtown Honolulu, in Iwilei. It is sited on the corner of North King Street and Iwilei Road, on a five-and-one-half acre parcel that also contains the OR&L Co. Land Department Office and Document Storage Building (1914), and an open parking area. An abandoned filling station (1940) that was located on the property was demolished c. 2016. A painted metal fence set onto a low concrete curb encloses the property.

The OR&L Terminal Depot building (Depot) is a two-story Spanish Colonial Revival Style building with an approximately 185' x 100' footprint that is located on the southeast of the property. It is constructed of stucco-covered, reinforced concrete and has a gable-on-hip roof covered with red barrel tile. In plan, the building is reverse L-shaped, with the long, northeast wing measuring approximately 185', and the short, southeast wing measuring approximately 100'. An outset arcade with arched openings extends around most of the building. There is a porte-cochere on the southeast side, and on the northeast side is a large clock tower with a crenelated battlement.

The OR&L Co. Land Department Office & Document Storage Building (Office) is a two-story building with an approximately 38' x 38' footprint located on the northeast side of the property. The two-story Classical Revival Style building is constructed of stucco-covered, reinforced concrete with a gable roof. Its most prominent feature is the heavy molded pediment at the southeast gable, which extends around both corners and along the eaves at the sides of the building. The building has a sill course at the bottom of the second-floor windows and a stringcourse between the first and second stories. The entry is centered on the southeast end, and is capped with a pediment and flanked by small two-light windows that have label moldings. A projecting balcony supported by solid curved brackets is at the southeast side of the building, with a double door providing access to into second floor.

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

Both the Depot and the Office buildings retain many of their aspects of integrity. Their location is unchanged. Integrity of setting is diminished and, although the relationship of the two remaining buildings to one another remains the same, the loss of many former railroad related buildings on the site has significantly altered the setting. This is especially true for the Depot building due to its linkage to the railroad tracks leading to the building that no longer exist. Additionally, changes to the surrounding neighborhood have resulted in loss to the integrity of setting.

Integrity of materials, design and workmanship has been maintained for the Depot building, despite some window replacement with in kind, or similar materials, but otherwise it has had no major exterior alterations. The Office building retains its integrity of design and workmanship as well, with no significant additions or alterations to its design in more than a century of existence. The level of design, workmanship, and materials is evidenced in the lack of deterioration of the buildings, as well as in their decorative details.

Narrative Description

Property

The OR&L Terminal property is a wedge-shaped 5.5-acre lot located on the periphery of downtown Honolulu, in the light-industrial area of Iwilei. It is sited on the corner of North King Street and Iwilei Road. The property contains the OR&L Co. Land Department Office and Document Storage building (1914), the OR&L Co. Terminal Depot building (1925) and open parking areas. A painted metal fence set onto a low curb encloses the property. The two extant buildings are located on the side of the property closest to King Street.

An open asphalt-paved parking lot is located to the west of the Depot building, along Iwilei Road. This parking area is connected to a second asphalt-paved parking area to the east of the Depot building and south of the Office & Document Storage building. Two driveways provide access to the property and parking areas, one off King Street, and the second off Iwilei Road. Most of the lot is paved for parking, however a lawn area is located at the intersection of King Street and Iwilei Road. A former driveway extends from the fence line near King Street, through the Depot building's porte-cochere, ending at the southwest corner of the building. A concrete sidewalk, flanked by small planting areas extends from the King Street sidewalk to the Depot building's entrance below the clock tower.

A small planting area is located along the eastern side of the Depot building; another is just south of the sidewalk between King Street and the building, bordered by the sidewalk, the Depot building, and the fence-line along King Street. A final set of two planting areas flanks the entrance to the Office building. These areas are bordered by the building on the north side, and are delineated by rough coral stones along the other three perimeters. Most of the planting areas contain a mix of grass and trees including plumeria (*Plumeria*) and assorted palm trees, while the two in front of the Office building contain only plumeria trees. Fenced gravel areas to the east and north of the Office building mark where buildings (an abandoned service station and an accessory vault) have recently been demolished.

Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

Depot Building

The Oahu Railway & Land Co. (OR&L Co.) Terminal Depot Building is two stories with a one-story clock tower atop the second story, directly above the building's main entrance. It has stuccoed concrete walls, a red barrel-tile hip, and gable-on-hip roof on the main portion of the building, and a flat roof with a parapet at the projecting first story and porte cochere sections. Overall, the building is reverse L shaped in plan, and the property is enclosed by a painted metal fence set onto a low curb. At the rear southwest side of the building are two large concrete bumpers against which trains parked. These mark the historic location of two of the tracks that came into the Honolulu Terminal building.

There is an outset arcade with arches along the northeast and southeast facing walls of the first floor, and a porte-cochere with matching arches along the southernmost part of the southeast side of the building. The arcade has projecting beams with engaged pendants running perpendicularly to its length, and a herringbone-patterned brick floor. The second story, along the southwest side of the long leg of the L, has an arched arcade, which slightly overhangs the first floor. The ceiling of this area appears to have been dropped as part of a later modification. The first story of this wall has infilled arched openings. At the south end of the southwest wall, an elevator has been added to the exterior of the building. The northwest facing wall of the short leg of the L has infilled arched openings at the first floor with a mix of flush doors, or barred jalousie windows in the former openings, and double hung windows at the second floor. In most locations where arches have been filled, the infill portion is painted a contrasting color to the rest of the stucco walls.

Historic windows remain along the street-facing south and southeast-facing sides of the building, while some have been replaced on the less visible north and northwest-facing sides. Remaining historic windows are metal or wood framed, with multi-lite windows, typically ten- or 15-light metal sash, and double hung one-over-one wood sash. The historic multi-lite windows are casement-type and have a fanlight section at the top. They are typically placed in single, evenly spaced units, while double-hung windows are in arranged single, double, and triple configurations. Most windows at the first floor have been fixed in place, for security reasons, but those on the second floor are operable. Original doors have been more uniformly replaced than have the windows, with flush single and double doors used in place of historic doors or added where there had not previously been a door. Some arched openings on the ground floor are also equipped with iron gates, rather than solid doors.

Most of interior of the building has been altered. The interior was almost entirely renovated to accommodate offices in 1975. The only parts that have not been altered significantly are the entry foyer and vestibule, and the main staircase, where the historic flooring and stairs have been retained; and in the second floor south office's waiting area, where what is likely a portion of the original box beamed ceiling has been retained. A small amount of historic octagonal tile on the floor of the maintenance office below the main stairs has also been retained. At nearly every other room in the interior, the ceilings have been dropped. In most cases, a space was left to prevent the new ceiling from blocking the original windows. The original floors have been covered with vinyl tiles or carpeting, and walls have mostly been covered with gypsum boards. New walls have also been added, to create separation between offices, and are made from either concrete masonry units or gypsum board.

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

Office & Document Storage Building

The Oahu Railway & Land Co. Office & Document Storage Building is a two story Classical Revival Style building. It is square in plan, with a pedimented roof. The roof large pediment at the front has wide moldings that continue along the eaves at both sides. The rear gable is unadorned. The walls are painted stucco. The roof is concrete with an impervious coating, and gutters are incorporated into the roof. A small concrete balcony projects from the second floor of the west wall, supported by integrated arched brackets. On all four facades, just below the level of the eaves is a narrow stringcourse.

There is one main entry door centered on the building's south side, and a second door located at the second floor on the southern edge of the west side. There are three sizes of window on the building: small, roughly 1' x 2' pivot windows and double-hung windows; larger, approximately 2' x 4' jalousie windows; and the largest, about 4' x 4' jalousie windows. Glass jalousies have replaced all the original windows.

The large windows are regularly spaced at the second floors of the south and east sides, with three on the south and four on the east. Below these windows is a sill course made up of two sections, the upper section is a narrow band, which projects out from the wall farther than the section below. The lower section is a wider band, which also projects out from the wall, though to a lesser extent. Below the stringcourse at the east side of the building are two large windows with security bars. Painted wood jalousies have replaced the original windows. Centered below the stringcourse at the south side of the building is a four-panel main entry door with a small pediment above, and two small flanking windows.

At the second floor of the west side, there is a small window, a medium window, and a glazed double door, which leads onto the balcony. The balcony has an added metal pipe railing around all three sides; originally, there was no railing. The historic use of this balcony is not known. There are two small windows on the first floor of this side, one of which is located between the concrete arched brackets of the second floor balcony. Each has been filled with a window air conditioner. The north side has two medium windows at the eastern, and two small windows at the western end of its second story. The first story of this side has four small metal mesh covered windows.

Historically, there was a single-story concrete vault structure at the rear of the Office & Document Storage Building was about 8' x 10' in footprint dimensions. It was separated from the Office & Document Storage Building by about 2'-6", and its exterior finish held the horizontal impressions of the wood forms. This vault was constructed sometime between 1919 and 1927, and was demolished after 2016.¹

The four-panel main entry door on the south side of the building is accessible via three concrete steps flanked by concrete cheek walls, with added metal pipe balusters at the inner side of each cheek wall. On either side of the entry steps just above ground height, is a planting area enclosed by coral stone pavers, which appear to be historic.

¹ Glenn Mason, "Oahu Railway and Land Company Offices and Document Storage Building," Inventory form in the files of (prepared for) Hawaii Historic Preservation Department. 1978.

Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

Inside the entry door is a concrete-floored central foyer with a concrete staircase at the east side, extending south to north. The foyer opens onto two rooms and one closet, in addition to the staircase. The rooms are located to the east and west of the foyer, with doors right and left of the entry door. The closet is located to the west of the staircase, on the northern wall of the foyer.

The staircase in the foyer extends straight to the second floor with no turns or landings. Partway up, a door has been installed to separate the upstairs offices from the downstairs spaces. At the lower level, the staircase is defined on the right side by a concrete wall with an attached wood handrail. On the left side is a concrete balustrade with two large voids between balusters. At the upper level, the concrete balustrade has been filled in between balusters to appear solid and there is a wood handrail along the right side.

The second-floor ceiling is high, varying from approximately 12' to 14', as it follows the roofline. It has exposed concrete support beams along the walls and ceiling, and rectangular support columns are freestanding within the open space. There are room dividers that do not reach the ceiling. The dividers, painted wood with crown moldings, appear historic. A bathroom and a closet in the northwest corner are separated from the rest of the second floor space with a wooden enclosure. Two historic, wired-glass pivoting windows are located in the bathroom and are still operable. Each has a custom-shaped, screened surround, allowing the window to operate without allowing pests into the space. At the other windows on this level, the window surrounds are large, with their aprons approximately twice the width of their casings. Although the original two-over-one, double-hung windows have been replaced with jalousies, the surrounds appear to have been retained. The door leading to the balcony is a single flush door with a large single-lite panel at about eye-level; alongside the door is a single, fixed side-lite. This door-side-lite configuration is a replacement for earlier doors, which were likely smaller-width double doors. The floors of this level are green asbestos tile.

The train tracks that once passed near this building have been removed, and it is now surrounded by a small strip of planting, and paved parking.

Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- ☐ 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

Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

Areas of Significance

(Enter categories from instructions.)

Architecture

Transportation

Commerce

Period of Significance

1889-1961

Significant Dates

1889

1914

1925

1947

1961

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Guy Nelson Rothwell (Depot building)

Hawaiian Contracting Company

Unknown (Document Storage Building)

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 Oahu Railway & Land Company Terminal Property is locally significant under Criterion A for its association with the Oahu Railway & Land Co., which developed Oahu's rail system, and provided transportation for the sugar and pineapple plantations, the military, and residents of Oahu, thereby spurring development across the island.

The OR&L Terminal Depot and Office & Document Storage buildings are additionally significant under Criterion C for embodying the distinctive characteristics of a type and period of construction. The Depot is an example of the Mediterranean Revival Style, which embodied the distinctive characteristics of many of Honolulu's Territorial era public buildings, especially those constructed during the 1920s. The Office & Document Storage Building is now a rare surviving example of Classical Revival Style architecture in Honolulu.

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

The property's 1889-1961 period of significance begins with Benjamin F. Dillingham's acquisition of the property from King Kalakaua for construction of the railroad and OR&L's first terminal depot building located in the same spot as the current depot building. The period extends through completion of the Office & Document Storage Building for the company's land unit in 1914, construction of the extant Depot building in 1925, including the company's decades operating the rail, and its shift to bus transportation in 1947, and ends when the company lost the property to the state in a 1961 settlement.

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

The OR&L Terminal Property is locally significant for its association with Oahu's transportation network. It served as a key element in Benjamin Dillingham's scheme to develop a railroad that extended across most of the island that would help carry agricultural products (primarily sugar) to Honolulu's ports, allowing land he or his partners owned to produce returns from their agricultural pursuits. This 5.5-acre parcel is one of the most visible remnants of the comprehensive empire that Dillingham built.

The OR&L Co. Office & Document Storage Building was constructed in 1914 to house the offices of the company's land department, an integral part of the OR&L Co.'s overall holdings and interests, and a major component of Dillingham's initial development venture on the Ewa Plain. The building was also constructed for document storage. It was used by the land department until the State of Hawaii took possession of the parcel and its buildings in 1961. Since that time, the OR&L Co. Office & Document Storage Building has served as offices for various State departments, as well as rental space for local community groups.

Transportation and Commerce

The OR&L Co. was the brainchild of Benjamin Franklin Dillingham, a former sailor who made his home in Hawaii somewhat serendipitously. After breaking a leg while in Honolulu on shore leave in 1865, he made his start in local business. His first venture was the 1869 purchase of the hardware store on Fort Street where he found employment after the accident. In this venture, he partnered with Alfred Castle, the son of one of the founders of Castle & Cooke, which was at that time a large mercantile firm in Honolulu.

The entrepreneurial Dillingham saw the potential for the development of sugar plantations on the island, and sought investors in a plan to purchase 41,000 acres from James Campbell on the Ewa plain, and 15,000 acres in Kahuku. Dillingham realized that investment in land in the outlying areas of Oahu could be profitable, but two conditions would need to be met. First, there would need to be transportation to and from those areas, and second, a reliable source of water was required in order to make good use of the land. Despite the fact that James Campbell discovered artesian water beneath his Ewa lands in 1879, Dillingham was not able to raise sufficient capital to purchase the land. However, that same year, Campbell offered Dillingham a lease on the acreage, at \$50,000 a year for 50 years, which Dillingham accepted. Dillingham now had land to develop, with a source of water, for what would become Ewa Plantation. All he was missing was the transportation infrastructure.

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

Between 1810 and 1893, Hawaii was a kingdom, with Honolulu as its capital (starting in 1845). King David Kalakaua (1836-1891), who reigned from 1874 to his death in 1891, had begun promoting rail construction in the late 1870s. In 1878, he signed "An Act to Promote the Construction of Rail-ways,"² and the kingdom built Oahu's first train system beginning in 1882 to transport materials from Moiliili Quarry to the docks.³ Other, larger, rail ventures were started on outer islands even earlier, including the Hawaiian Railroad company on the island of Hawaii, and the Kilauea Plantation, on Kauai.

In 1888, Dillingham sought a franchise from Kalakaua to begin construction of a rail route on Oahu. The franchise was approved by the Legislature, and signed into law a week later by the King. Titled the "Act of the Hawaiian Legislature," it was enacted on September 11, 1888, and OR&L Co. was chartered on February 4, 1889.

Construction began on a narrow gauge steam railway between Honolulu and the Pearl River Lagoon (later Pearl Harbor) in 1889. By King Kalakaua's birthday on November 16, 1889, the initial section (to Ewa) was complete, and the railway opened to the public with free rides. Not only was the initial portion of the railway finished by this date, a new terminal depot building, constructed on stilts, in the swampy Iwilei area was complete as well.

With the railroad's initial section complete, Dillingham needed riders and/or freight to bring in a profit for the railroad. He worked to make the railroad profitable until his sugar plantations could become formally established and turn profits. OR&L Co. promoted picnics and excursions to the Pearl Harbor area, and rented out entire passenger cars for private functions. The company also became involved in land development schemes along the rail line, including the development of housing in Pearl City, and the Town of Manana (and later, development of a cemetery called Loch View, complete with funeral cars to carry corpses and mourners). Around this time too, OR&L Co. trains were put into use transporting soil from the creation of Moanalua Gardens to fill the swampy area around the terminal building in Iwilei.

Ewa Plantation was formally organized in January of 1890, but was unable to process its first crop until 1892. The plantation boasted annually increasing yields, and OR&L Co. hauled the processed sugar into Honolulu. The two entities began to operate as Dillingham had planned, with each dependent upon the other for success.

The 1890s were a time of political turmoil for Hawaii that began with the death of Kalakaua in 1891, followed by the overthrow of his successor, Queen Liliuokalani in 1893, by American businessmen. A Provisional Government followed the overthrow, and Hawaii subsequently spent a few years as a republic. The decade culminated in the 1898-1900 annexation of Hawaii as a territory of the United States.

² Jim Chiddix and MacKinnon Simpson, *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 14.

³ Ibid. p. 158.

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

Dillingham had business interests firmly enmeshed with fellow pro-annexation American businessmen. He left Hawaii from March of 1892 to May of 1893, avoiding the period of the overthrow itself, possibly in order to appear to be impartial.⁴ He had partnered with Lorrin A. Thurston, key figure in the overthrow of the Hawaiian Monarchy, in the 1892 development of the Hawaiian Bureau of Information. The bureau was an "organization established for the purpose of promoting the interests of the Kilauea Volcano House [owned by Thurston], and the Oahu Railway & Land Companies."⁵ Once the overthrow occurred, Dillingham supported annexation, along with his fellow Americans.⁶

By 1895, OR&L Co. was returning a small profit, and the rail line had been extended to Waianae. Here, the line served the Waianae Sugar Company. As OR&L Co. had done along the rail route since the beginning, Dillingham promoted excursions to the now more easily accessible Waianae coast.

Dillingham's ultimate goal was to extend the railway out to his other leased parcel of land in Kahuku. In 1898, after the rail line stretched around Kaena Point, Dillingham began development of the Haleiwa Hotel, a planned destination resort on the north shore. The hotel was complete in 1899, and although it did not become greatly successful, it did bring passengers to the railroad. While work was underway to bring the line to Kahuku, Dillingham developed the Kahuku Plantation. This way, the crops would bring in income, even before the railway reached the plantation.

Despite all the promotions, passengers had never been OR&L Co.'s primary focus. The majority of the company's business and profit came from cargo. In addition to the Ewa Plantation, the Waianae Sugar Company, and the Kahuku Plantation, the OR&L Co. ferried cargo of all types between stops along its line, including rice, corn, timber, sisal, guano and quarried materials. Another major factor in OR&L Co.'s success was its extension of tracks up to Wahiawa, where it carried pineapple from Dole Plantation (and others) to the Iwilei docks for canning.

After B.F.'s acquisition of the main Depot property via a Royal grant predicated on the use of the property for rail operations, OR&L Co. continued to acquire land for expansion of its rail operations. While much of the property held by OR&L Co. was leased sugar plantation land, the land closer to Honolulu, in the Iwilei area was generally purchased, and used for rail operations. This allowed OR&L Co. to take the freight from their sugar operations, and other cargo directly to the docks for delivery to ships. Because so much of Honolulu's industry relied on the ingress and egress of materials and products via rail, it was appealing to site their shops on the west side of Honolulu, where the OR&L trains ran. This contributed to the vast majority of Honolulu's industrial development occurring west of downtown.

⁴ Christine Skwiot, *The Purposes of Paradise: U.S. Tourism and Empire in Cuba and Hawaii* (Philadelphia, PA: University of Pennsylvania Press) 2010. p. 225.

⁵ David W. Forbes, *Hawaiian National Bibliography, 1780-1900: Volume 4* (Honolulu, HI: University of Hawaii Press) 2003. pp 445-446.

⁶ Christine Skwiot, *The Purposes of Paradise: U.S. Tourism and Empire in Cuba and Hawaii* (Philadelphia, PA: University of Pennsylvania Press) 2010. p. 225.

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

In 1904, with Dillingham's health failing, his son Walter Francis Dillingham took over as the company's chief financial officer. Benjamin Dillingham, however, remained on as president and general manager of the company until 1915, when he resigned as general manager. He remained president until his death in 1918. At that time, OR&L Co. was operated by both of Dillingham's sons, Walter who served as treasurer and financial director, and Harold who acted as vice president until his retirement from the company in 1949. B.F.'s sons ran the railroad along with George Denison, its general manager. It was reported by the *Paradise of the Pacific* in the early 1920s that, "under their guidance...the railroad has gone steadily ahead, increasing its equipment, keeping ahead of the demands [made] upon it by fast growing industry."⁷ OR&L Co. railroad operations remained a principal mode of travel and transportation across Oahu through the 1920s.

Walter went on to found the Hawaiian Dredging Company, while Harold became president of B.F. Dillingham Co., Ltd., serving from 1918-1962. Harold was also president of Kauikeolani Children's Hospital, from 1936-1968.

The Office building was constructed in 1914, after OR&L Co. had overcome its early challenges, and represents a high point in the company's history. During this time, the company was hauling sugar cane from most of the island's sugar mills, pineapple from the Wahiawa area plantations, passengers back and forth into Honolulu, and military personnel and material from both Pearl Harbor Navy base and the recently constructed Schofield Barracks, near Wahiawa.

In 1924-25, a more permanent depot building that included company headquarters was constructed, adjacent to the Office building, to replace the 1889 wooden depot. Guy Nelson Rothwell⁸ was responsible for the original design of the new OR&L Co. Depot building.⁹ However, the OR&L Co. made changes to his design throughout its construction. This allowed the company greater flexibility during the construction process, which entailed concurrent demolition of the old terminal and construction of the new one, without interrupting terminal operations.¹⁰

The construction work was performed by OR&L Co.'s sister company, Hawaiian Contracting Company.¹¹ The company had been organized by Walter F. Dillingham and associates several years earlier (1918) to support OR&L Co.'s construction projects, and grew into a successful contracting firm later responsible for the construction of bridges throughout the Hawaiian Islands.¹²

⁷ "Take a Trip Over the Oahu Railway and You Will Not Wonder That Its Story is a Romance," *Paradise of the Pacific*, December 1924, Vol. 37. p. 117.

⁸ Guy N. Rothwell biography included under Criterion C discussion.

⁹ "Proposed OR&L Co. Station," *Honolulu Star Bulletin*, October 18, 1924. p. 6.

¹⁰ "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

¹¹ "Camera Glimpses of Life in Hawaii," *Honolulu Advertiser*, December 7, 1924. (Magazine Section) p. 4.

¹² Dee Ruzicka, Queen Street Bridge (Nuuanu Stream) Pre-Draft National Register Nomination Form (Prepared for Parsons Brinckerhoff) August 2012.

Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

The use of the Dillingham's own contracting company was explained by George Denison, OR&L Co.'s General Superintendent as follows:

It would have been an injustice to any contractor to ask him to tackle the job under the circumstances, so we did the work with our own crew, making plans as we went along – mostly. We had a pretty definite idea of what we wanted, but the circumstances under which we had to go about getting it made a complete plan before work began almost out of the question. As long as the work was all in the family there was forbearance also. We put up with the mess made by the workmen and they stood for our getting in their way and asking them to rip something out and make it over to fit a new idea that some one of us had just thought of. But we're comfortably housed now, and enjoy our accommodations with more individual relish, perhaps, because each one of us had a hand in the plans."¹³

In May 1925, Honolulu newspapers announced that the new depot building was finished. Originally, the new construction had been estimated to cost \$75,000, although once completed, approximately \$100,000 had been spent, and a \$25,000 extension was already planned.¹⁴ A *Honolulu Advertiser* article noted that the new depot "is a colorful bit of old Spain, or a dip into the missions of California, so far as the style of architecture is concerned," and that, "just like any big town station, the iron gates clang in and out upon the arrival or departure of trains."¹⁵

On the ground floor of the depot, the building included a spacious waiting room, ticket office in the center (with four windows), a "thoroughly modern baggage and express receiving and delivery department,"¹⁶ an information booth, public telephones, news stand, soda fountain, and a lunch stand. The second floor included offices for OR&L Co.'s President, Walter F. Dillingham; treasurer Harold G. Dillingham; General Manager George P. Denison; Assistant General Freight and Passenger Agent, G.A. Cull; Superintendent Harry N. Denison; Assistant Superintendent G.H. Rabb; and Secretary Mrs. Scott; as well as offices for the accounting department, and dispatchers. The building also included refrigerated water piped throughout the building for drinking fountains.¹⁷

During the 1930s pineapple and sugar freight consistently provided steady income for the company. However, ridership on the OR&L Co. lines diminished through the depression years of the 1930s, and these trains ran less frequently. As early as 1929, OR&L began building up its bus service while private ownership of automobiles and territorial roadway improvements further contributed to the decline in OR&L Co.'s passenger service. Previously busy railway stations became "whistle stops," and OR&L Co. converted many of its passenger cars into freight cars.

¹³ "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

¹⁴ *Ibid.*

¹⁵ "New O.R. &L. Station, Just Opened to Public, is Thing of Beauty and Utility." *Honolulu Advertiser*. May 14, 1925. p. 1.

¹⁶ "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

¹⁷ "'Metamorphosis' Cruel Word But it Tells Story – New O.R.&L. Depot Goes Up Where Old Station Stood Without Trouble," *Honolulu Star Bulletin*, May 23, 1925. p. 11.

Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

Even with declining ridership numbers, and service cuts during the 1930s, OR&L Co. maintained some passenger service; they offered special charters (such as photography excursions around Kaena Point), and operated a fleet of gasoline-powered motorcars with daily service on the mainline, which were cheaper to operate than steam locomotives. The company struggled, even adding truck transport in an attempt to adapt to the changing times.

World War II reversed this decline, as OR&L Co.:

Went into a heightened schedule of moving men and material. Trains ran 24 hours a day, sometimes with five-minute headways. Many old passenger cars which – in the late '30s – had had the seats ripped out...were soon reconfigured with crude benches to carry people again.¹⁸

This increased use continued throughout the war. The heavy requirements placed on the railway meant that there was little time to do work on the rails or cars, and further, wartime shortages meant that there was little material with which to do any work, even if time had allowed.

After the war, OR&L Co.'s freight and passenger business once again dropped when automobiles and trucks began to supply Oahu's transportation needs. At the same time, the railroad's infrastructure and rolling stock was in need of repair and updates. A tsunami struck Hawaii on April 1, 1946, damaging OR&L Co.'s mainline, especially between Waianae and Kahuku,¹⁹ forcing plantations on the north shore to use trucks for deliveries into Honolulu. When these and other plantations realized that truck shipping was efficient and cost effective, it became the preferred method of delivery. Revenues were also down in this period due to the post-war loss of military traffic, both in terms of cargo (down by one-third) and passengers (down to slightly above pre-war levels).²⁰

This led to OR&L Co.'s decision to cease passenger rail operations, and their last passenger train ran on December 31, 1947. Most of the mainline track was removed afterward. For the next few decades, the Navy assumed control of the OR&L Co. tracks between Pearl Harbor and Naval Magazine Lualualei. The OR&L Co. maintained a small rail line at the Honolulu waterfront that served pineapple canneries, a meat packing plant, and the wharfs.

When Dillingham closed the OR&L passenger railroad, it attempted to operate a fleet of buses. This operation did not work out, and the bus fleet was sold to Leeward Bus Company, which operated a bus depot for points Ewa of town in the old RR depot terminal for several years. Passengers would take the old Honolulu Rapid Transit (HRT) line buses to Iwilei and pay a separate fare to get to Aiea or Pearl City, etc. The development of The Bus by the City and County of Honolulu included both the acquisition of HRT and Leeward Bus Company assets. At that time, the old RR depot ceased functioning as a bus depot, was remade for office use, and a front iron fence was installed across the corner driveway.²¹ The area around the Depot building was used for buses, and as a display area, showing the railway's historic engines, until about 1953. In 1958, the original roundhouse was razed, and the tracks were realigned to make the rail yard into a

¹⁸ Jim Chiddix and MacKinnon Simpson, *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 199.

¹⁹ OR&L Annual Report 1946, quoted in Jim Chiddix and MacKinnon Simpson's *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 347.

²⁰ Ibid.

²¹ Solamillo, Comments on OR&L Property National Register of Historic Places Registration form, May 23, 2018

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

container yard to accommodate movement of containerized cargo via rail between ships and trucks. In 1962, the meat packing plant started using trucks for transportation and subsequently, nearly nine miles of track were abandoned. The pineapple canneries remained connected to the wharfs by rail lines until 1971, when OR&L Co. operations ended.²²

By the 1950s, the Territory of Hawaii sought to take possession of OR&L Co.'s eleven and one-half acres of Iwilei land, including the Depot and Office buildings' site. Benjamin F. Dillingham had originally acquired the OR&L Co. property in Iwilei through a royal patent, which required the company to use the land for railroad purposes. In 1952, the Territory made the argument that, as the land was no longer being used for the railway, ownership of the property should revert to the Territory as successor government to the crown.

Following statehood in August of 1959, the State of Hawaii brought the matter to court. In 1961 a settlement was made, splitting the property between OR&L Co. and the state, with the state taking possession of five and one-half acres, including the Depot and Office buildings, and OR&L Co. holding the remaining six inland/northwest acres of the property.²³ That same year, the tracks surrounding the Depot building were removed. OR&L Co.'s stockholders also agreed in 1961 to merge with Hawaiian Dredging and Construction Company, becoming a subsidiary known as Oahu Railway & Terminal Warehousing Co.

Hawaiian Dredging had been established in 1902 by Walter Dillingham. It was responsible for the dredging of the first dry docks at Pearl Harbor in the first decade of the twentieth century, allowing Pearl Harbor to become a major U.S. Navy base. Later, in the 1920s, Hawaiian Dredging created the Ala Wai Canal, and filled much of the land in Waikiki. It also dredged Honolulu Harbor, and filled areas around it. During this period, the company branched into construction as well as dredging and fill operations. In the 1930s and early 40s, Hawaiian Dredging was one of the three companies in a consortium named Contractors Pacific Naval Air Bases, that constructed nearly all of the Pacific region's Navy bases in the lead-up to U.S. involvement in World War II, including the substantial expansion of Pearl Harbor.²⁴ After World War II, Hawaiian Dredging and Hawaiian Contracting (another Dillingham company) merged, and became Hawaiian Dredging Construction, Ltd. The new company focused on the construction of infrastructure in the Territory of Hawaii.

The Dillingham companies often purchased parcels of land that appeared useless at the time of purchase but became quite profitable once infilled. An example of such a site was in Kalia, between Waikiki and Kakaako. This Dillingham lot was filled with dredge from other jobs, and ultimately developed by Dillingham, and constructed by Hawaiian Dredging Construction, Ltd. into Ala Moana Shopping Center and the Ala Moana building. In 1961, Hawaiian Dredging Construction, Ltd merged with twenty other Dillingham-owned companies to become Dillingham Corp. During the following decade, the company moved into resort construction, while continuing to do infrastructure work. By 1996, Hawaiian Dredging Construction became a subsidiary of a

²² Jim Chiddix and MacKinnon Simpson, *Next Stop Honolulu! The Story of the Oahu Railway & Land Company 1889-1971* (Honolulu, HI: Sugar Cane Press) 2004. p. 260.

²³ "State, OR&L Reach Land Suit Accord," *The Honolulu Advertiser*, September 9, 1961. Pp. A-1:7 & A-4:4.

²⁴ "Dillingham Corporation," *The Honolulu Star-Bulletin*, June 27, 1967, p B-11

Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

company they had partnered with for several projects, Kajima USA, but continued to work, as before, on infrastructure and large construction projects in Hawaii.

In 1992, the State of Hawaii agreed to lease part of the 5.5-acre parcel to the Liliha Civic Center for construction of a twelve-story office building to house state agencies and non-profits, with priority given to those state agencies that served the Liliha-Kalihi area. The plan called for demolition of the warehouse and document storage building, and retention of the terminal building. Although the warehouse was demolished prior to 2000, the document storage building was retained; it still provides offices for Kalihi-Palama Culture & Arts Inc. The construction of the twelve-story office building never materialized, and in 2001, the state agreed to a revised plan. The new plan was to lease approximately 1.825 acres to the Hawaii Housing Finance and Development Corporation for construction of an affordable senior rental apartment building. The lease period commenced in 2007, and the building was completed in 2014.

Architecture

Depot building

The OR&L Depot building was completed during the "golden age of architecture in Hawaii...when the city was remade."²⁵ The building stands as an example of the Mediterranean Revival Style that distinctly marked Territorial architecture of that period. Many of these buildings were lost during the building boom that took place during the mid-century, after Hawai'i's statehood and the arrival of the jet age.

From the late-1910s through the 20s, many prominent mainland architects came to Honolulu and brought with them distinct Mediterranean forms deemed appropriate for the climate. Such architects included York & Sawyer, who designed the U.S. Post Office, Customhouse and Courthouse in 1918 (built in 1921-22) and later, the Hawaiian Electric Company Building (1927), both in Honolulu. Another architect was Bertram Grosvenor Goodhue, who designed the iconic Honolulu Academy of Arts in 1924. This building has since been recognized as an example of Hawaii's distinct regional style. (It should be noted that in the past Goodhue has been incorrectly credited with designing the OR&L Co. Depot building). California architect Julia Morgan designed several YWCA buildings, including the Mediterranean-styled YWCA building on Richards Street in Honolulu (1927). The Depot Building bears a strong resemblance to Southern California train stations.

The Territory of Hawaii experienced a great period of growth, in terms of both population and construction, in the 1920s. The Mediterranean forms imported by mainland architects during this busy period were eventually adapted by local architects into a regional style for Hawaii, explained below:

By the 1920s ... the Spanish Colonial or Mission Revival idiom was becoming accepted as appropriate to our climate, especially in residential architecture. Adapted from the Mediterranean villa (a mixture of Italian, Spanish, and French

²⁵ American Institute of Architects, Hawaiian Society, *Oral Histories of 1930s Architects, Transcripts of Tapes or Oral Histories Taken by Members of the Hawaiian Society* (Honolulu: Hawaiian Society of American Institute of Architects) 1982. p. 4.

Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

elements), this style already was popular in sun-drenched areas of the United States from the Gulf Coast to California, and throughout the Caribbean and Mexico. From the Mission style, Hawaii architects – most notably Dickey and Wood – developed a valid design approach for architecture that is distinctively "Hawaiian."²⁶

Guy Nelson Rothwell

Guy Rothwell (1890-1971) was an architect and structural engineer who was born in Honolulu on November 9, 1890. Although not Hawaiian by blood, he was raised in a Royalist family that was loyal to the Hawaiian Crown. Following schooling on Oahu and in Seattle, Washington, he completed his education in architectural engineering from the University of Washington in 1911. He returned to the islands a few years later. During World War I, he served in the Construction Corps of the Navy and the overseas transport and cruiser force.²⁷ After the war, he commenced a long career, starting out working as an engineer with various construction contractors, and entering into private practice in 1923.

It was just at this time that the Mediterranean Revival style was becoming popular in Honolulu. Rothwell joined both mainland and local architects in designing in this and other styles. His early work included several buildings at Punahou, including Griffiths Hall, and J.B. Castle Hall. Other projects included Harris Memorial Church, Palama Settlement, All Saints Episcopal Church in Kapaa, Kauai. He also worked as consulting engineer for the City & County of Honolulu on the King St., Moanalua, Haleiwa, and Wahiawa bridges, as well as the (no longer extant) Honolulu Stadium.

In 1925, Rothwell formed a partnership with John H. Kangeter and Marcus Lester called Rothwell, Kangeter, & Lester. Their firm worked on the original design for Honolulu Hale (City Hall, completed in 1928), in a joint venture with Robert G Miller, C.W. Dickey and Hart Wood.

Around 1928, following the departure of John Kangeter from his firm, Rothwell's offices were re-organized as Rothwell & Lester, Architects and Engineers. This firm was responsible for the Bank of Hawaii, Haiku Branch, built in 1931, Roosevelt High School (a Spanish Mission Revival design), the Hilo Armory, and Koloa Church. Marcus Lester left Rothwell's firm in 1932.

During World War II, Rothwell's firm kept busy on various military and government projects. Rothwell's, and C.W. Dickey's "offices were the only two that kept going through the war."²⁸

After World War II, Marcus Lester re-joined the firm and it was renamed Rothwell & Lester, Architects in 1950. Around this time, the firm's projects included Kaimuki High School, and the Waialae Shopping Center, which was built in 1955 (later named Kahala Mall). The firm was once

²⁶ Rob Sandler, Julie Mehta, and Frank Haines, Editor, *Architecture in Hawaii: A Chronological Survey* (Honolulu, HI: Mutual Publishing) 1993. p. 36.

²⁷ George F. M. Nellist, *The Story of Hawaii and Its Builders* (Territory of Hawaii: Honolulu Star Bulletin, Ltd.) 1925. p. 749.

²⁸ American Institute of Architects, Hawaiian Society. *Oral Histories of 1930s Architects, Transcripts of Tapes or Oral Histories Taken by Members of the Hawaiian Society* (Honolulu: Hawaiian Society of American Institute of Architects) 1982. p. 74.

Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

again re-organized in 1960 as Rothwell, Lester and Phillips, Ltd., with the addition of Elmer D. Phillips to the firm. Rothwell's son, Guy N. Rothwell Jr., joined the firm of Rothwell, Lester and Phillips, Architects, in 1961. The firm designed the Chapel of the Mystical Rose at Chaminade University in 1965-66.

Rothwell, an avid boater and yachtsman, also served as State Harbor Board Commissioner for Oahu in the 1960s.²⁹

Office & Document Storage Building

The Office building is one of the few Classical Revival Style commercial buildings remaining in Honolulu. During the first half of the 20th century, the Classical Revival Style was a popular domestic building type on the United States mainland, with a wide variety of regional sub-types using non-typical features.³⁰ However, in Hawaii during the first two decades of the 20th century, this style was less common for commercial buildings. At that time, Italianate or Revival Styles, were much more common along Honolulu's business streets. Those featured a prominent horizontal cornice on the street side's parapet, allowing them to conceal the buildings' roofs. Just a few years later, Mediterranean building forms, such as Spanish Mission Revival exhibited by the adjacent Depot building, came into vogue as an appropriate choice for Honolulu's tropical climate.³¹

The building exhibits several of the distinctive features of the Classical Revival Style, including an accented front door with a pediment supported by pilasters, and symmetrical façade with centered doorway.³² Its Classical Revival Style is augmented by other stylistic fashions of architectural detailing; including a prominent, heavily pedimented front gable roof, a feature more typically associated with Federal or Greek Revival buildings.³³

²⁹ Newspaper articles on Guy N. Rothwell at the University of Hawaii, Hamilton Library, Honolulu Newspapers Clippings Morgue, on microfiche in Biographical section under "Rothwell, Guy N. (Nelson) Oct. 1958." Various dates.

³⁰ Virginia McAlester, Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf). 1984. p. 324.

³¹ Don Hibbard, *Buildings of Hawaii* (Charlottesville: University of Virginia Press) 2011. p. 32.

³² Virginia McAlester, Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf). 1984. pp. 320-325.

³³ John C. Poppeliers, et al, *What Style is it?* (Washington D.C.: Preservation Press) 1983. pp. 33, 38.

Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

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Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

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Oahu Railway and Land Company Terminal

Honolulu, HI

Property

Name of Property

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): _____

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Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

10. Geographical Data

Acreage of Property .06 acres (2676 sq ft)

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):

☐ AD 1927 or ☒ NAD 1983

- | | | |
|------------|------------------|-------------------|
| 1. Zone: 4 | Easting: 617780 | Northing: 2357441 |
| 2. Zone: 4 | Easting: 617718 | Northing: 2357466 |
| 3. Zone: 4 | Easting: 617721 | Northing: 2357568 |
| 4. Zone: 4 | Easting : 617781 | Northing: 2357577 |

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

The boundary for this property includes the OR&L Co. Office & Document Storage Building, and the vault addition at the rear.

Boundary Justification (Explain why the boundaries were selected.)

This boundary was selected because it includes only the OR&L Co. Office & Document Storage Building.

Oahu Railway and Land Company Terminal

Property

Name of Property

Honolulu, HI

County and State

11. Form Prepared By

name/title: Lesleigh Jones

organization: Mason Architects

street & number: 119 Merchant Street Suite 501

city or town: Honolulu state: HI zip code: 96813

e-mail: lj@masonarch.com

telephone: (808) 536-0556

date: December 2013

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.)

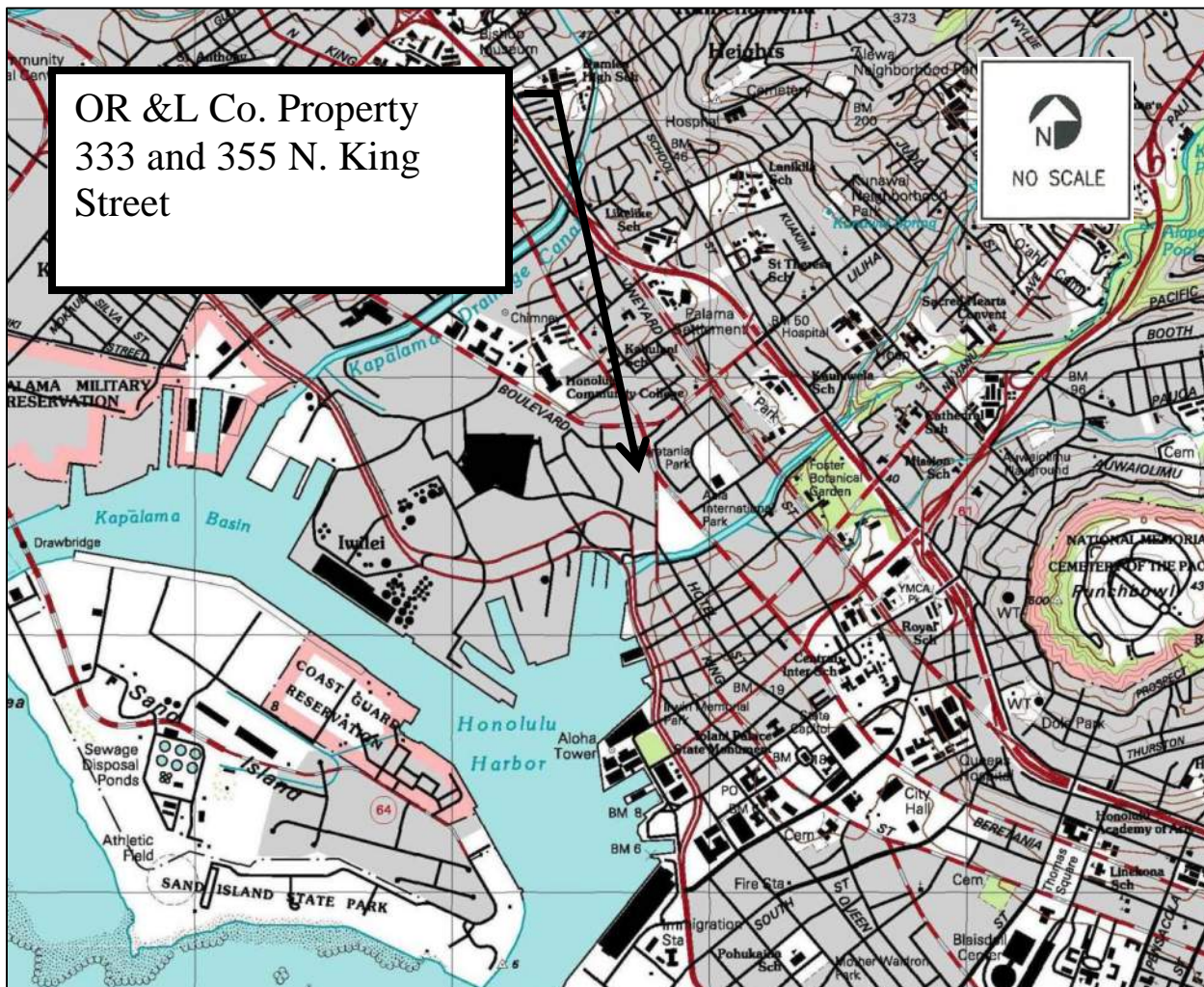
Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

Map showing location of OR&L Co. Office & Document Storage Building. USGS, 1998.



Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

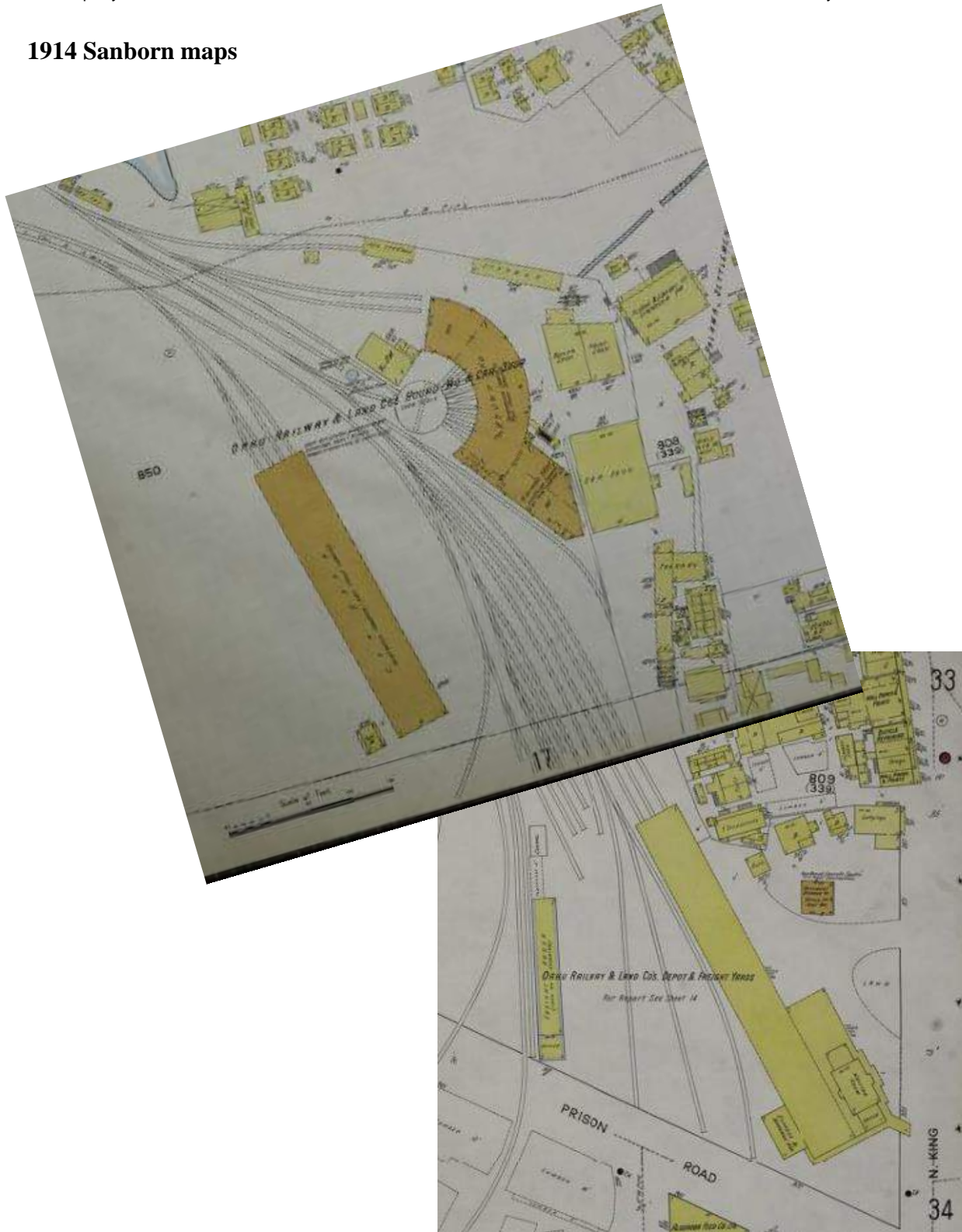
Map showing OR&L Terminal Property boundary.



Oahu Railway and Land Company Terminal
Property
Name of Property

Honolulu, HI
County and State

1914 Sanborn maps



Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

1927

Sanborn maps



Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Oahu Railway & Land Company Office & Document Storage Building

City or Vicinity: Honolulu

County: Honolulu

State: Hawaii

Photographer: Lesleigh Jones

Date Photographed: 3/2/2013 (exterior) and 11/7/2013 (interior)

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

Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0001, showing Depot building front façade, looking west.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0002, showing Depot building porte cochere and south corner of the building, looking north.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0003, showing Depot building front arcade and clock tower, looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0004, showing front side of Depot building, looking southwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0005, showing concrete train curbs adjacent to Depot building, looking southeast.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0006, showing Depot building
first floor arcaded walkway, looking south.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0007, showing Depot building main entry door and staircase, looking southwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0008, showing floor tiles at Depot building entry vestibule, looking northeast.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0009, showing Depot building second floor arcade walkway, looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0010, showing Depot building second floor arcade walkway, filled arch and elevator, looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0011, showing Depot building first floor east side office, looking southeast.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0012, showing Depot building first floor south end office and filing area, looking east.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0013, showing window at Depot building first floor south office, looking northeast.



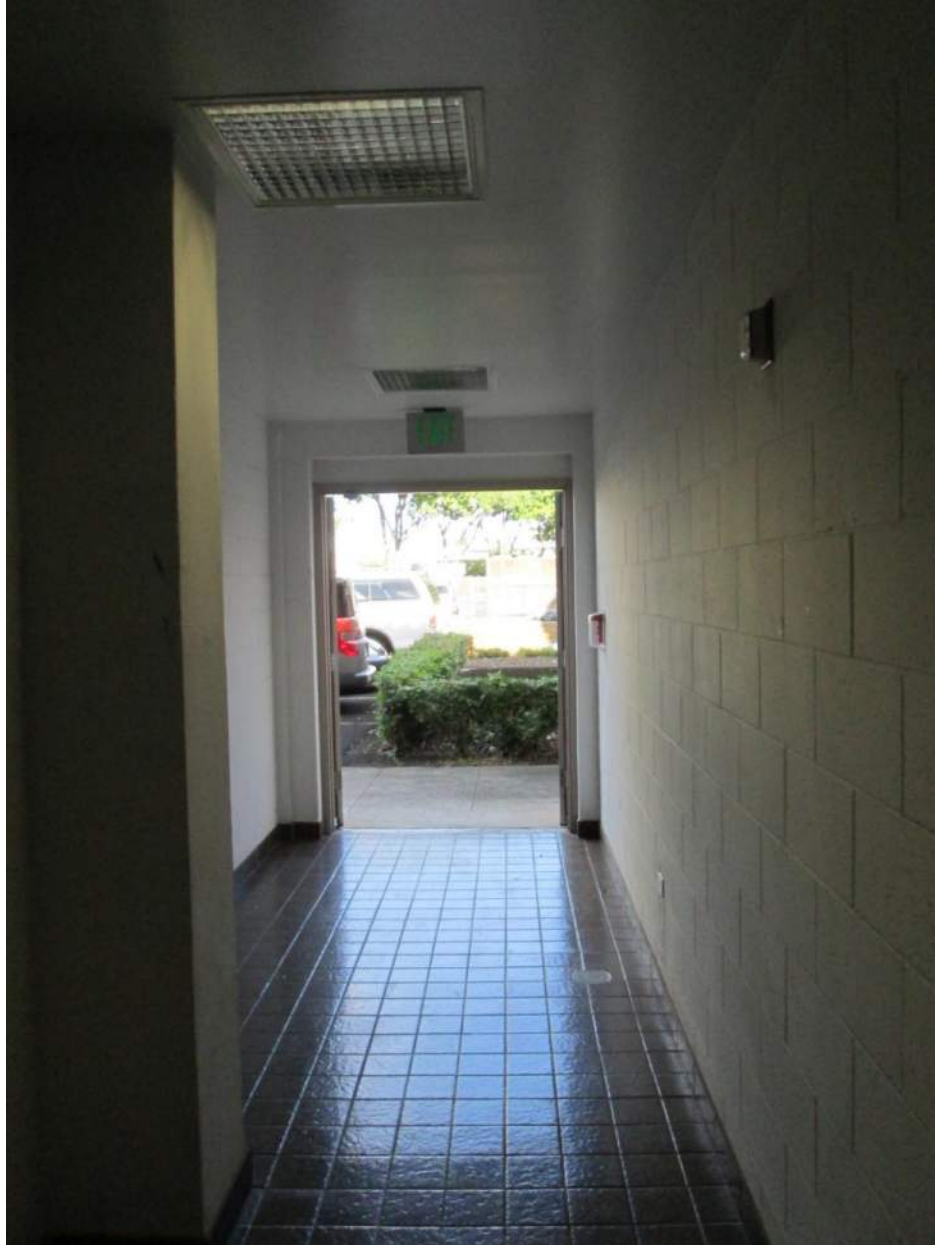
Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0014, showing Depot building first floor hallway and rear exit to parking area, looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0015, showing Depot building second floor north office, looking southeast.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0016, showing Depot building second floor multi-purpose room, looking northwest.



Oahu Railway and Land Company Terminal
Property

Honolulu, HI

Name of Property

County and State

HI_HonoluluCounty_OahuRailway& LandCoTerminalProperty_0017, showing ceiling at Depot building second floor south office waiting area, looking north.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0018, showing Depot building rear stairwell, looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0019, showing Depot building functioning second floor casement windows, looking south.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0020, showing Depot building
clock mechanism in clock tower, looking straight up.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0021, showing Office building overall looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0022, showing front of Office building looking north.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0023, showing Office building second story balcony looking north.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0024, showing Office building
east side second story window, looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0025, showing Office building entry foyer, looking north.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0026, showing Office building ceiling and support structures, looking south southwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0027, showing Office building
restroom windows, looking northwest.



Oahu Railway and Land Company Terminal
Property

Name of Property

Honolulu, HI

County and State

HI_HonoluluCounty_OahuRailway&LandCoTerminalProperty_0028, showing Office building large window surround, looking northeast.



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.