

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Not For Publication:  Vicinity: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

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>_____ State or Federal agency/bureau or Tribal Government</p>	

<p>In my opinion, the property meets/does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title : State or Federal agency/bureau or Tribal Government</p>	

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**4. National Park Service Certification**

I hereby certify that this property is:

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

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:   
Public – Local   
Public – State   
Public – Federal

**Category of Property**

(Check only one box.)

- Building(s)   
District   
Site   
Structure   
Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Commerce/Trade

Office Building

**Current Functions**

(Enter categories from instructions.)

Commerce/Trade

Office Building

Work in Progress

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Late 19th & 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.

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#### Narrative Description

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

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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

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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.



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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**  
(Enter categories from instructions.)

Transportation  
Architecture

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**  
1924-1964

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**  
1924

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**  
William D'Esmond

\_\_\_\_\_  
\_\_\_\_\_



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

The Kahului Railroad Administration Building is significant on the local level under criterion C, as a good example of a classical revival style building constructed on Maui during the 1920s. The building includes a number of distinctive features and is typical of its period in its design, materials, workmanship and methods of construction. The building is also significant at the local level under criterion A for its associations with the Kahului Railroad, the first licensed railway in Hawaii. The period of significance extends from 1924-1964 — 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

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private business building on Maui and was described by the *Maui News* as one of the finest buildings on Maui.<sup>1</sup> 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."<sup>2</sup>

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."<sup>3</sup> 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."<sup>4</sup> 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 voluntary 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.

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

<sup>2</sup> "Office Building for Kahului R.R. Co. Put to Use," *Maui News* (Wailuku, HI), May 2, 1924.

<sup>3</sup> Advertisement for William D'Esmond, *Maui News* (Wailuku, HI), Oct. 10, 1922.

<sup>4</sup> "New Office Building," *Maui News*, Feb. 8, 1924.



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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.<sup>5</sup> 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 Waikaama Gulch with its 306'-long and 119'-high steel trestle. In 1924, the final leg of the railroad's

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

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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.

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## 9. Major Bibliographical References

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

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

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

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

County of Maui Tax Records, various.

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

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

### *Maui News*

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

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

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

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

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

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

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

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

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

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

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



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**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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**10. Geographical Data**

**Acreeage of Property** 2.158

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(Enter coordinates to 6 decimal places)

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

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

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

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

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

**Boundary Justification** (Explain why the boundaries were selected.)

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

Kahului Railroad Administration Building  
Name of Property

Maui, Hawaii  
County and State

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**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

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**Additional Documentation**

Submit the following items with the completed form:

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

**Owner:**

State of Hawaii  
Department of Transportation  
Harbors Division

Kahului Railroad Administration Building  
Name of Property

Maui, Hawaii  
County and State

**Maps:**

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





**Kahului Railroad Administration Building**  
Name of Property

**Maui, Hawaii**  
County and State

**Maps:**

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

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





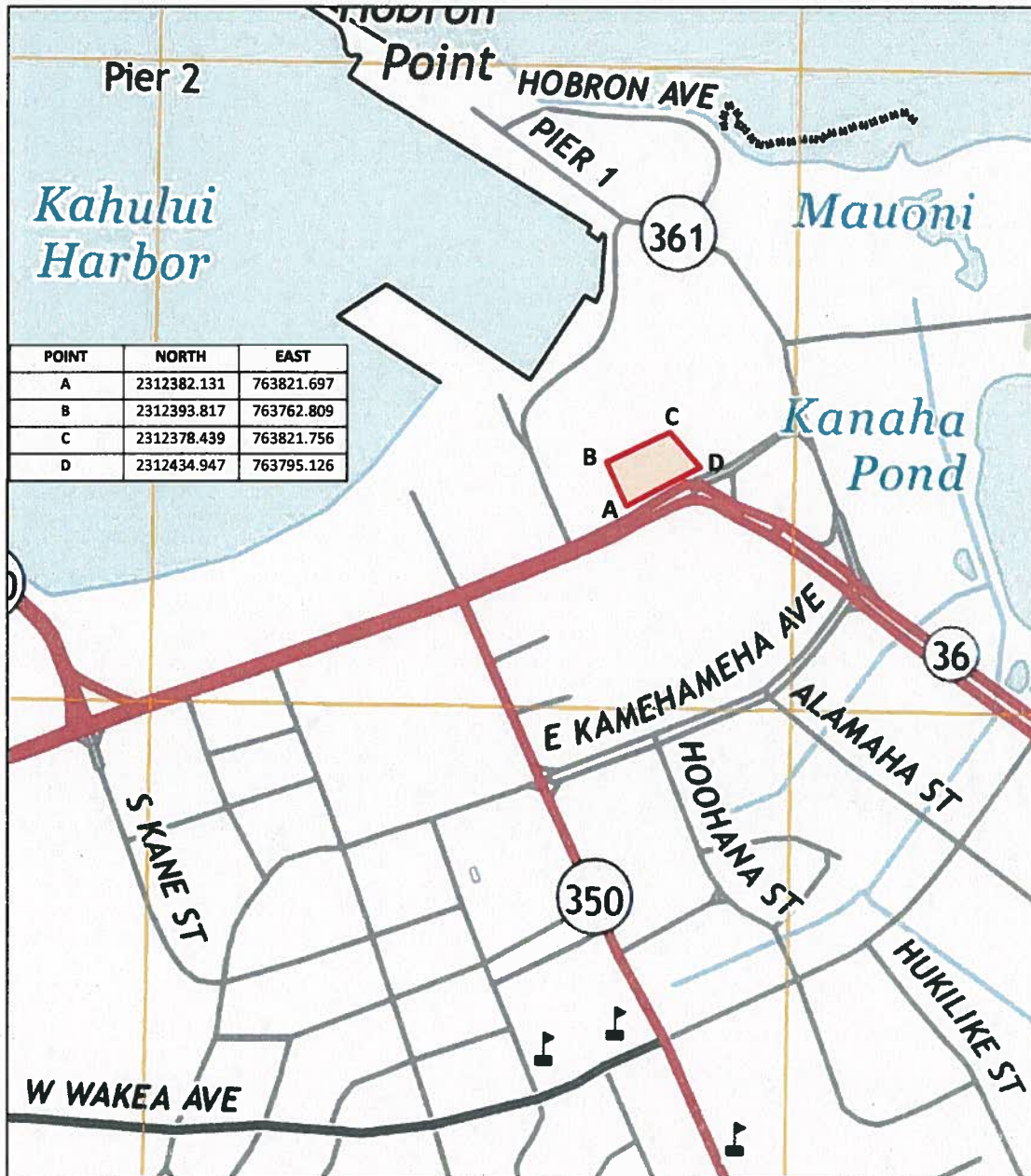
Kahului Railroad Administration Building  
 Name of Property

Maui, Hawaii  
 County and State

**Maps:**

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

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

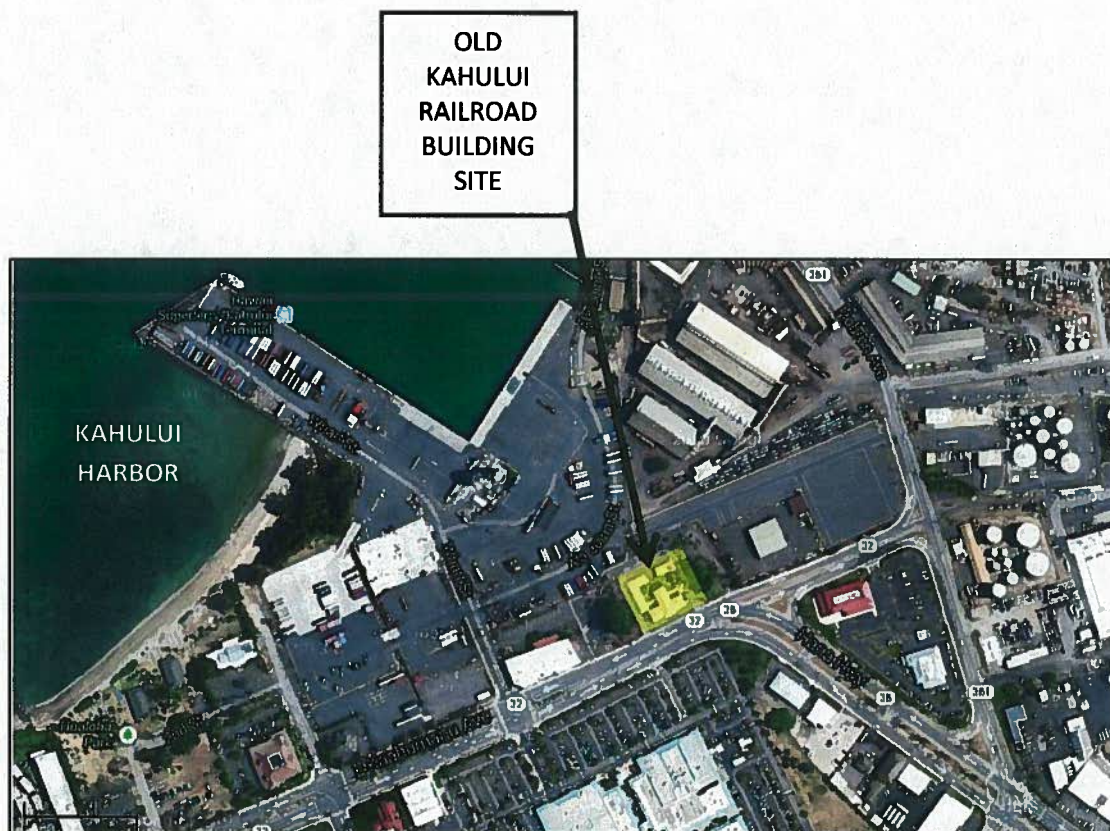


Kahului Railroad Administration Building  
Name of Property

Maui, Hawaii  
County and State

**Maps:**

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





Kahului Railroad Administration Building  
Name of Property

Maui, Hawaii  
County and State

**Photographs:**

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

**Name of Property:** Kahului Railroad Administration Building

**City or Vicinity:** Kahului Harbor

**County:** Maui      **State:** Hawaii

**Photographers:** Don Hibbard, Tonia Moy, Alison Chiu

**Date Photographed:** 01/23/2014

**Description of Photograph(s) and number:**

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

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

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

### ARCHITECTURAL ABBREVIATION LIST

AC	ASPHALT CONCRETE	AC	ACRYLIC PAINT	AC	ACRYLIC PAINT
AD	ADHESIVE	AD	ADHESIVE	AD	ADHESIVE
AL	ALUMINUM	AL	ALUMINUM	AL	ALUMINUM
AM	ALUMINUM	AM	ALUMINUM	AM	ALUMINUM
AN	ANODIZED ALUMINUM	AN	ANODIZED ALUMINUM	AN	ANODIZED ALUMINUM
AP	APPLY	AP	APPLY	AP	APPLY
AR	ARCHITECTURAL	AR	ARCHITECTURAL	AR	ARCHITECTURAL
AS	ASBESTOS	AS	ASBESTOS	AS	ASBESTOS
AT	ASPHALT	AT	ASPHALT	AT	ASPHALT
AV	AIR VENT	AV	AIR VENT	AV	AIR VENT
AW	AWNING	AW	AWNING	AW	AWNING
AX	AXIS	AX	AXIS	AX	AXIS
BA	BATH	BA	BATH	BA	BATH
BB	BED ROOM	BB	BED ROOM	BB	BED ROOM
BC	BREAK ROOM				
BD	BED ROOM				
BE	BED ROOM				
BF	BED ROOM				
BG	BED ROOM				
BH	BED ROOM				
BI	BED ROOM				
BJ	BED ROOM				
BK	BED ROOM				
BL	BED ROOM				
BM	BED ROOM				
BN	BED ROOM				
BO	BED ROOM				
BP	BED ROOM				
BQ	BED ROOM				
BR	BED ROOM				
BS	BED ROOM				
BT	BED ROOM				
BV	BED ROOM				
BW	BED ROOM				
BX	BED ROOM				
BY	BED ROOM				
BZ	BED ROOM				
CA	CORNER				
CB	CORNER				
CC	CORNER				
CD	CORNER				
CE	CORNER				
CF	CORNER				
CG	CORNER				
CH	CORNER				
CI	CORNER				
CJ	CORNER				
CK	CORNER				
CL	CORNER				
CM	CORNER				
CN	CORNER				
CO	CORNER				
CP	CORNER				
CQ	CORNER				
CR	CORNER				
CS	CORNER				
CT	CORNER				
CU	CORNER				
CV	CORNER				
CW	CORNER				
CX	CORNER				
CY	CORNER				
CZ	CORNER				
DA	DOOR				
DB	DOOR				
DC	DOOR				
DD	DOOR				
DE	DOOR				
DF	DOOR				
DG	DOOR				
DH	DOOR				
DI	DOOR				
DJ	DOOR				
DK	DOOR				
DL	DOOR				
DM	DOOR				
DN	DOOR				
DO	DOOR				
DP	DOOR				
DQ	DOOR				
DR	DOOR				
DS	DOOR				
DT	DOOR				
DU	DOOR				
DV	DOOR				
DW	DOOR				
DX	DOOR				
DY	DOOR				
DZ	DOOR				
EA	EXTERIOR				
EB	EXTERIOR				
EC	EXTERIOR				
ED	EXTERIOR				
EE	EXTERIOR				
EF	EXTERIOR				
EG	EXTERIOR				
EH	EXTERIOR				
EI	EXTERIOR				
EJ	EXTERIOR				
EK	EXTERIOR				
EL	EXTERIOR				
EM	EXTERIOR				
EN	EXTERIOR				
EO	EXTERIOR				
EP	EXTERIOR				
EQ	EXTERIOR				
ER	EXTERIOR				
ES	EXTERIOR				
ET	EXTERIOR				
EU	EXTERIOR				
EV	EXTERIOR				
EW	EXTERIOR				
EX	EXTERIOR				
EY	EXTERIOR				
EZ	EXTERIOR				
FA	FLOOR				
FB	FLOOR				
FC	FLOOR				
FD	FLOOR				
FE	FLOOR				
FF	FLOOR				
FG	FLOOR				
FH	FLOOR				
FI	FLOOR				
FJ	FLOOR				
FK	FLOOR				
FL	FLOOR				
FM	FLOOR				
FN	FLOOR				
FO	FLOOR				
FP	FLOOR				
FQ	FLOOR				
FR	FLOOR				
FS	FLOOR				
FT	FLOOR				
FU	FLOOR				
FV	FLOOR				
FW	FLOOR				
FX	FLOOR				
FY	FLOOR				
FZ	FLOOR				
GA	GARAGE				
GB	GARAGE				
GC	GARAGE				
GD	GARAGE				
GE	GARAGE				
GF	GARAGE				
GG	GARAGE				
GH	GARAGE				
GI	GARAGE				
GJ	GARAGE				
GK	GARAGE				
GL	GARAGE				
GM	GARAGE				
GN	GARAGE				
GO	GARAGE				
GP	GARAGE				
GQ	GARAGE				
GR	GARAGE				
GS	GARAGE				
GT	GARAGE				
GU	GARAGE				
GV	GARAGE				
GW	GARAGE				
GX	GARAGE				
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HD	HALL				
HE	HALL				
HF	HALL				
HG	HALL				
HH	HALL				
HI	HALL				
HJ	HALL				
HK	HALL				
HL	HALL				
HM	HALL				
HN	HALL				
HO	HALL				
HP	HALL				
HQ	HALL				
HR	HALL				
HS	HALL				
HT	HALL				
HU	HALL				
HV	HALL				
HW	HALL				
HX	HALL				
HY	HALL				
HZ	HALL				
IA	INTERIOR				
IB	INTERIOR				
IC	INTERIOR				
ID	INTERIOR				
IE	INTERIOR				
IF	INTERIOR				
IG	INTERIOR				
IH	INTERIOR				
II	INTERIOR				
IJ	INTERIOR				
IK	INTERIOR				
IL	INTERIOR				
IM	INTERIOR				
IN	INTERIOR				
IO	INTERIOR				
IP	INTERIOR				
IQ	INTERIOR				
IR	INTERIOR				
IS	INTERIOR				
IT	INTERIOR				
IU	INTERIOR				
IV	INTERIOR				
IW	INTERIOR				
IX	INTERIOR				
IY	INTERIOR				
IZ	INTERIOR				
JA	JACKET				
JB	JACKET				
JC	JACKET				
JD	JACKET				
JE	JACKET				
JF	JACKET				
JG	JACKET				
JH	JACKET				
JI	JACKET				
JJ	JACKET				
JK	JACKET				
JL	JACKET				
JM	JACKET				
JN	JACKET				
JO	JACKET				
JP	JACKET				
JQ	JACKET				
JR	JACKET				
JS	JACKET				
JT	JACKET				
JU	JACKET				
JV	JACKET				
JW	JACKET				
JX	JACKET				
JY	JACKET				
JZ	JACKET				
KA	KITCHEN				
KB	KITCHEN				
KC	KITCHEN				
KD	KITCHEN				
KE	KITCHEN				
KF	KITCHEN				
KG	KITCHEN				
KH	KITCHEN				
KI	KITCHEN				
KJ	KITCHEN				
KK	KITCHEN				
KL	KITCHEN				
KM	KITCHEN				
KN	KITCHEN				
KO	KITCHEN				
KP	KITCHEN				
KQ	KITCHEN				
KR	KITCHEN				
KS	KITCHEN				
KT	KITCHEN				
KU	KITCHEN				
KV	KITCHEN				
KW	KITCHEN				
KX	KITCHEN				
KY	KITCHEN				
KZ	KITCHEN				
LA	LAVATORY				
LB	LAVATORY				
LC	LAVATORY				
LD	LAVATORY				
LE	LAVATORY				
LF	LAVATORY				
LG	LAVATORY				
LH	LAVATORY				
LI	LAVATORY				
LJ	LAVATORY				
LK	LAVATORY				
LL	LAVATORY				
LM	LAVATORY				
LN	LAVATORY				
LO	LAVATORY				
LP	LAVATORY				
LQ	LAVATORY				
LR	LAVATORY				
LS	LAVATORY				
LT	LAVATORY				
LU	LAVATORY				
LV	LAVATORY				
LW	LAVATORY				
LX	LAVATORY				
LY	LAVATORY				
LZ	LAVATORY				
MA	MATERIAL				
MB	MATERIAL				
MC	MATERIAL				
MD	MATERIAL				
ME	MATERIAL				
MF	MATERIAL				
MG	MATERIAL				
MH	MATERIAL				
MI	MATERIAL				
MJ	MATERIAL				
MK	MATERIAL				
ML	MATERIAL				
MM	MATERIAL				
MN	MATERIAL				
MO	MATERIAL				
MP	MATERIAL				
MQ	MATERIAL				
MR	MATERIAL				
MS	MATERIAL				
MT	MATERIAL				
MU	MATERIAL				
MV	MATERIAL				
MW	MATERIAL				
MX	MATERIAL				
MY	MATERIAL				
MZ	MATERIAL				
NA	NOT A PART				
NB	NOT A PART				
NC	NOT A PART				
ND	NOT A PART				
NE	NOT A PART				
NF	NOT A PART				
NG	NOT A PART				
NH	NOT A PART				
NI	NOT A PART				
NJ	NOT A PART				
NK	NOT A PART				
NL	NOT A PART				
NM	NOT A PART				
NO	NOT A PART				
NP	NOT A PART				
NQ	NOT A PART				
NR	NOT A PART				
NS	NOT A PART				
NT	NOT A PART				
NU	NOT A PART				
NV	NOT A PART				
NW	NOT A PART				
NX	NOT A PART				
NY	NOT A PART				
NZ	NOT A PART				
OA	OPEN AREA				
OB	OPEN AREA				
OC	OPEN AREA				
OD	OPEN AREA				
OE	OPEN AREA				
OF	OPEN AREA				
OG	OPEN AREA				
OH	OPEN AREA				
OI	OPEN AREA				
OJ	OPEN AREA				
OK	OPEN AREA				
OL	OPEN AREA				
OM	OPEN AREA				
ON	OPEN AREA				
OO	OPEN AREA				
OP	OPEN AREA				
OQ	OPEN AREA				
OR	OPEN AREA				
OS	OPEN AREA				
OT	OPEN AREA				
OU	OPEN AREA				
OV	OPEN AREA				
OW	OPEN AREA				
OX	OPEN AREA				
OY	OPEN AREA				
OZ	OPEN AREA				
PA	PARTITION				
PB	PARTITION				
PC	PARTITION				
PD	PARTITION				
PE	PARTITION				
PF	PARTITION				
PG	PARTITION				
PH	PARTITION				
PI	PARTITION				
PJ	PARTITION				
PK	PARTITION				
PL	PARTITION				
PM	PARTITION				
PN	PARTITION				
PO	PARTITION				
PP	PARTITION				
PQ	PARTITION				
PR	PARTITION				
PS	PARTITION				
PT	PARTITION				
PU	PARTITION				
PV	PARTITION				
PW	PARTITION				
PX	PARTITION				
PY	PARTITION				
PZ	PARTITION				
QA	QUALITY				
QB	QUALITY				
QC	QUALITY				
QD	QUALITY				
QE	QUALITY				
QF	QUALITY				
QG	QUALITY				
QH	QUALITY				
QI	QUALITY				
QJ	QUALITY				
QK	QUALITY				
QL	QUALITY				
QM	QUALITY				
QN	QUALITY				
QO	QUALITY				
QP	QUALITY				
QQ	QUALITY				
QR	QUALITY				
QS	QUALITY				
QT	QUALITY				
QU	QUALITY				
QV	QUALITY				
QW	QUALITY				
QX	QUALITY				
QY	QUALITY				
QZ	QUALITY				
RA	RAILING				
RB	RAILING				
RC	RAILING				
RD	RAILING				
RE	RAILING				
RF	RAILING				
RG	RAILING				
RH	RAILING				
RI	RAILING				
RJ	RAILING				
RK	RAILING				
RL	RAILING				
RM	RAILING				
RO	RAILING				
RP	RAILING				
RQ	RAILING				
RR	RAILING				
RS	RAILING				
RT	RAILING				
RU	RAILING				
RV	RAILING				
RW	RAILING				
RX	RAILING				
RY	RAILING				
RZ	RAILING				
SA	SCREEN				
SB	SCREEN				
SC	SCREEN				
SD	SCREEN				
SE	SCREEN				
SF	SCREEN				
SG	SCREEN				
SH	SCREEN				
SI	SCREEN				
SJ	SCREEN				
SK	SCREEN				
SL	SCREEN				
SM	SCREEN				
SN	SCREEN				
SO	SCREEN				
SP	SCREEN				
SQ	SCREEN				
SR	SCREEN				
SS	SCREEN				
ST	SCREEN				
SU	SCREEN				
SV	SCREEN				
SW	SCREEN				
SX	SCREEN				
SY	SCREEN				
SZ	SCREEN				
TA	TILE				
TB	TILE				
TC	TILE				
TD	TILE				
TE	TILE				
TF	TILE				
TG	TILE				
TH	TILE				
TI	TILE				
TJ	TILE				
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TL	TILE				
TM	TILE				
TO	TILE				
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TR	TILE				
TS	TILE				
TT	TILE				
TU	TILE				
TV	TILE				
TW	TILE				
TX	TILE				
TY	TILE				
TZ	TILE				
UA	UNDERLAYER				
UB	UNDERLAYER				
UC	UNDERLAYER				
UD	UNDERLAYER				
UE	UNDERLAYER				
UF	UNDERLAYER				
UG	UNDERLAYER				
UH	UNDERLAYER				
UI	UNDERLAYER				
UJ	UNDERLAYER				
UK	UNDERLAYER				
UL	UNDERLAYER				
UM	UNDERLAYER				
UN	UNDERLAYER				
UO	UNDERLAYER				
UP	UNDERLAYER				
UQ	UNDERLAYER				
UR	UNDERLAYER				
US	UNDERLAYER				
UT	UNDERLAYER				
UU	UNDERLAYER				
UV	UNDERLAYER				
UW	UNDERLAYER				
UX	UNDERLAYER				
UY	UNDERLAYER				
UZ	UNDERLAYER				
VA	VANITY				
VB	VANITY				
VC	VANITY				
VD	VANITY				
VE	VANITY				
VF	VANITY				
VG	VANITY				
VH	VANITY				
VI	VANITY				
VJ	VANITY				
VK	VANITY				
VL	VANITY				
VM					



Kahului Railroad Administration Building  
Name of Property

Maui, Hawaii  
County and State

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**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.



Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

**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.**





**Kahului Railroad Administration Building**

Name of Property

**Maui, Hawaii**

County and State

**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

Maui, Hawaii

County and State

**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.**





Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

**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:** Lanai entryway at east elevation, facing west.

**5 of 18.**



Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

**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

Maui, Hawaii

County and State

**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.**





Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

**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

Maui, Hawaii

County and State

**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

**Maui, Hawaii**

County and State

**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.**





Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

**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.



**Kahului Railroad Administration Building**

Name of Property

**Maui, Hawaii**

County and State

**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

**Maui, Hawaii**  
County and State

**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.





Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

**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

Maui, Hawaii

County and State

**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

Maui, Hawaii

County and State

**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

Maui, Hawaii

County and State

**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.

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Kahului Railroad Administration Building

Name of Property

Maui, Hawaii

County and State

**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.

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