

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SURVEYED PROPERTY CONSIDERED ELIGIBLE FOR NATIONAL REGISTER

Historic Status: **HR, Site No. 80-14-1380 (NRHP Determined Eligible 2/12/79)**

Resource Name/Historic Name: **Oahu Railway & Land Co. Terminal Building**

Location: **355 N. KING ST.**

Owner: **STATE OF HAWAII**

Date-Original: **1925**

Source: ***Honolulu Advertiser* May 14, 1925, p. 1**

Present Use/Historic Use: **Offices / Train Station**

Architectural Description:

This two-story Spanish Mission Revival Style building is constructed of stuccoed concrete with a gable-on-hip roof covered in red tile. An outset arcade with arched openings extends around most of the building. The arcade has a thin projecting band at its cornice and at the spring line of the arches. There is a porte cochere on the southeast side, and a large clock tower with a crenelated battlement is located on the northeast side. The clock tower extends about a full story above the roof and at its base is the main entry to the building. Windows are 1/1 double-hung and eight-light casement types.

Significance:

Criterion "A" - associated with the Oahu Railway & Land Co., an important force in the development of Oahu. Criterion "C" - an example of Spanish Mission Revival Style with high artistic value. The terminal building which opened in May 1925, was designed by Honolulu architect Guy N. Rothwell. It embodies the distinctive characteristics of public buildings during the 1920s period in Honolulu. The terminal building is associated with the Oahu Railway & Land Co., a very important transportation network for the sugar and pineapple plantations, the military, and the residents of Oahu, until it stopped service in December 1947.

TMK: **15007001 & 15007002**

Portion of Alignment: **Koko Head portion**

Sector: **22 Iwilei Station Sector**

Station Block: **Iwilei Station Block**

Integrity:

The buildings on this lot all have a high degree of integrity, with the facades of the buildings essentially unchanged. The primary alterations are to the windows -- some have been changed to jalousies and some sealed with solid panels. The grade-level rail yard on the property has been replaced by paved grounds, but the open feeling around the buildings is similar to that of its past. NOTE: See additional form for these two TMKs for information on historic paving which is also located on this property.

