



HISTORICAL CONTEXT REPORT RAILTOWN INDUSTRIAL AREA THE CITY OF VANCOUVER

30 OCTOBER 2015

Birmingham & Wood • Denise Cook Design • John Atkin • Elana Zysblat • Kamala Todd

HISTORICAL CONTEXT REPORT RAILTOWN INDUSTRIAL AREA

TABLE OF CONTENTS

	INTRODUCTION	2
1.	HISTORICAL CONTEXT STATEMENT	3
2.	HISTORICAL VALUE STATEMENT	13
3.	PRIORITY PLACES & FEATURES	19
4.	PRIORITY PLACES & FEATURES MAP	29
4.	RESEARCH SOURCES	30



INTRODUCTION

Summary of the research

This compilation of preliminary findings is the product of the following lines of research:

1. Review of historical material pertaining to the development of the area and the adjacent area including the waterfront;
2. Study of existing interviews and new selected interviews with the Aboriginal community with an interest in the area
3. Research into the ecological and other values of the place;
4. Reviews by team members of the site, with a view to understanding key qualities of the physical place;
5. Collecting of contemporary and historical imagery.



Study boundaries

While the focus of findings will be on the area inside the yellow lines of the M2 zone in Railtown, plus rezoned parcels within its extremities, the study considers that area within a larger context that includes development south of Alexander Street, and the rail lands and waterfront.



HISTORICAL CONTEXT STATEMENT

Coast Salish Settlement

Railtown is within the traditional and unceded territory of the Musqueam, Tsleil-Waututh, and Squamish First Nations. For many thousands of years there have been seasonal camps in the protected coves along the waterfront that Railtown is part of, including places called Luq’Luq’i (variously translated as “maple leaves falling” and “grove of beautiful trees”). The shoreline was rich with shellfish, and the land supported a wide variety of berries, herbs, and wild rice. Reeds and cedar were harvested for basket-making, and animals were hunted. What the people didn’t eat themselves, they traded. Cranberries were a particularly good trading item. Access to these resources was determined by a traditional governing system. It was a place to meet other people.



Aboriginal people's camp at the foot of Columbia at Alexander Street 1898 CVA IN N12

Coast Salish contact with non-native culture was minimal until the Hudson’s Bay Company established Fort Langley in 1827 and the British government created the colony of British Columbia in 1858. While the coming of immigrants offered new trading opportunities for the Aboriginal people – who initially retained control of local resources and their own political economy – their dislocation began once the colonial officials surveyed the area and declared it a government reserve without consulting the Coast Salish peoples.

For Europeans, the area was not so much a hunting and gathering grounds as a timber and real estate resource. Since no Indian reserves were set up in this area and no Aboriginal person could preempt what were now called Crown lands or secure timber licenses, the Aboriginal people were shut out of the area as permanent residents. The ancestors of today's Squamish, Musqueam and Tsleil-Waututh people moved to the west or to the "Indian rancherie" to the east of the mill or commuted from local reserves, such as Capilano, Burrard, Mission, and Musqueam. Despite various policies of exclusion and control, such as curfews and a pass system, Coast Salish people from the local area, as well as Aboriginal people from further away, actively participated in the local economy, especially longshoring and lumber industries.



Aboriginal people on Alexander Street 1898 CVA IN P3

Immigrant Settlement and Development

The establishment in 1865 of the British Columbia and Vancouver Island Spar, Lumber and Sawmill Company – popularly known as the Hastings Mill – on a Coast Salish seasonal camp site brought the first non-native settlement to the south shore of Burrard Inlet.

The proprietors of the mill negotiated an extraordinary timber lease over much of the current city and were able to purchase a 243 acre (98ha) parcel originally set aside as a government reserve for the mill itself. District Lot 196 also known as the 'Sawmill Claim' stretched from Burrard Inlet to False Creek and between today's Carrall and Heatley Streets. The claim's timber was skidded to the mill along a corduroy road that would eventually become Gore Avenue. The right-of-way for Dunlevy Street had been cleared for the pipe delivering water to the mill's steam plant from Trout Lake.

The principal buildings of the mill were situated on the point of land extending into the inlet at the foot of today's Dunlevy Street. The manager's house and a number of cabins and buildings for the foreman, stevedore, engineer, the doctor's office, and school sat up and away from the beach close to the alignment of today's Railway Street. The Mill employed Coast Salish, Chinese, Hawaiian, Chilean and Black men, and by the 1890s also a large number of Japanese men. An informal collection of cabins and shacks for employees occupied the mill grounds. There was some segregation as dwellings were designated by the mill management 'for all races' and some 'mixed but no Chinese'.



Diverse group of employees at Hastings Mill circa 1889 CVA Mi P4

This informal settlement drew Captain John Deighton to the inlet's shore just west of the mill's property and it is here, in 1867, he built the crude saloon up against the mill's western boundary that would become the nucleus of the future city of Vancouver. With a number of men foregoing the mill grounds and choosing to live near the saloon, colonial officials decided to "create order from the chaos of the forest" by surveying the townsite of Granville - better known as Gastown.

Four years later, the crown colony of British Columbia joined the Canadian confederation on the promise of a railroad stretching from Ontario to the Pacific Coast. That announcement set off a flurry of investment activity as speculators gambled on the hope of the terminus being placed at the head of Burrard inlet. With the focus on the Inlet, a road connecting Granville to the Hastings Townsite and then New Westminster was opened in 1876.

David Oppenheimer and a group of Victoria-based investors looked favourably on the prospects of Granville becoming the railroad's eventual terminus and by 1884 had purchased over 300 acres (121 ha) east of Carrall Street, including much of D.L. 196. That same year the Canadian Pacific Railway (CPR) began negotiations with the provincial government and private land owners on the terms and conditions which would see the railway terminus come to the western end of Burrard Inlet. As a result the company received a land grant of 485 acres (196 ha) between the future Burrard and Cambie Streets and the waterfronts of the inlet and False Creek and an estimated one third of the privately held unsold lots in District Lots 185, 196 and 181. Plus the company received



Early development on Alexander at Gore looking west to the city in 1888 CVA Wat P9

6000 acres (2428 ha) of the former timber lease on the south shore of False Creek.

The federal government had given the CPR the southern shore of Burrard Inlet for their right-of-way and the company pushed through the mill property displacing a number of cottages, the school and other structures. The rail line clipped the edge of mill manager

R.H. Alexander's property prompting him to move to a larger and grander home at the south east corner of Gore and Alexander Streets.

Development of the Industrial Waterfront

The completion of the railway in May of 1887 brought a focus to the harbour and its role in the growth of the city. The Mayor and Council were keen to see industrial development and offered inducements to encourage its establishment. The Vancouver Foundry, Boiler and Machine Works, erected in 1888 at the foot of Heatley Avenue, was one of the first industries to locate in what is now the Railtown area. The BC Iron Works occupied the north west corner of Gore and Alexander while the Vancouver Granite and Sandstone Works was situated at the foot of Main and Alexander. Further east, City Council provided tax breaks and other incentives to B.T. Rogers for his BC Sugar refinery which opened in 1890.

Before the advent of commercial ice manufacturing and refrigeration, ice houses were commonly used to store block ice cut from the lakes in the interior and these could be found on the harbour along with a few oil warehouses; which given the fire hazard they presented were situated well away from the emerging town to the west. The ice houses were the first of what would become a cluster of ice companies around Gore and Railway in the early part of the 20th Century.

Away From the Waterfront

Away from the water's edge and the rail line there was little development apart from mill manager R.H. Alexander's original house which sat in the future alignment of Railway Street and mill owner C.M.Beecher's house, noted for its interior fittings, which sat on a large parcel at the north west corner of Railway and Dunlevy. Development occurred on the south side of Alexander Street as early as 1888 and by the following year with the arrival of the water service the street was built out.

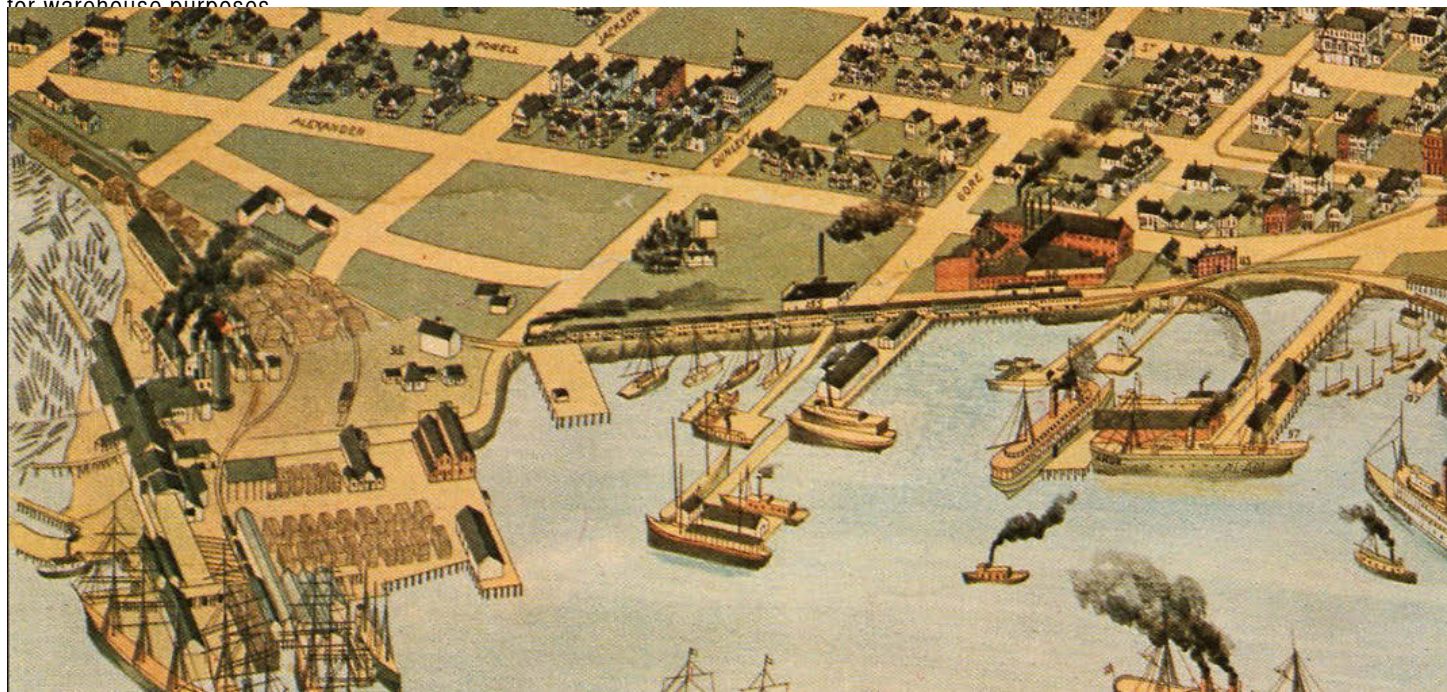
Railway Street was shown on the maps but was not completely opened until the 1890s when the original 1870s Hastings Road along the shoreline which once connected the



Railtown in 1888 looking east across the early CPR wharf showing the empty area between the Hastings Mill and Alexander Street. The large white house (circled) was mill manager R.H. Alexander's CVA CAN P105

early town to New Westminster was declared closed by a City Council motion which substituted Railway Street for the old road.

The lack of development north of Alexander was due to two railroad related schemes. In 1891, the future form of the area was set when the CPR's land commissioner J. M. Browning presented a scheme to the railway management to create a warehouse district on their property between Gore and Heatley along Railway Street. The scheme called for 50 feet of the north edge to be given over to the the existing track and sidings with the remaining property subdivided into 40 lots, each with a 50 foot frontage facing both Railway Street and the tracks. The new lots were set aside by the company exclusively for warehouse purposes.



Detail from the 1898 Bird's Eye view published by the Vancouver World newspaper showing the largely empty blocks of Railtown

As Browning was unveiling his warehouse scheme, promoters for the Burrard Inlet and Fraser Valley Railroad (BIFVR) were before City Council pitching their proposed rail terminus at Gore and Alexander. Council liked the project because it offered local rail connections to the American Northern Pacific Railway through Sumas and they voted to give the BIFVR a \$30,000 bonus towards the project. A year later the company was in front of the Board of Works and received permission to run train tracks on Alexander, Railway and Powell Streets to their proposed train station at Gore. The company completed the right-of-way surveys to the edge of False Creek but the depression of 1893 stopped any further work. By the time it was revived the plans were focused on filling the eastern basin of False Creek.

In 1897 the advent of the Klondike Gold rush signalled an end to the sluggish economy and ushered in a boom period for the city that lasted until the First World War. New developments began to appear such as the International Ice and Storage Company's large facility at the foot of Gore next to the tracks, designed so box cars could be taken right into the building for easy loading. In 1901 the company unveiled a new addition to

the plant on Gore to produce and bottle milk, cream and butter. Three years later the firm was reincorporated as the Vancouver Ice and Storage Company and went on to expand their plant and infrastructure across Gore on the site of the old iron works, and built on the north side of the tracks.



Waterfront with increase in industry. Grand Trunk Railway's wharves, fishing companies and the ice and cold storage facilities CVA PAN N229 - 1923

Despite the economic boom and the new developments, the rest of the area was slow to build out. The City of Vancouver opened its new Water Works Yard in the 300 block of Alexander in 1902/03, but it wasn't until 1907 that real estate activity picked up. Numerous ads appear in local papers touting the advantages and profits to be made in the area and the block between Jackson and Princess was resurveyed in 1910 to create a number of new lots facing Jackson. However, things continued to take their time to develop.

The building permit record shows some increase in building activity on Railway Street with new structures for the Pacific Bottling Company and the Imperial Rice Mills in 1909 and permits for a number of the warehouses between 1911 and 1913. The city leased a warehouse on Railway Street in 1912 to accommodate the police department and police court due to delays in the construction of their new station on Cordova Street. The building provided lots of newspaper copy for the variety of characters that paraded through the premises before it moved in 1914 back to Cordova.



BC Iron Works VPL 19832

The slow pace of development in the area may be in part due to the CPR's own plans, announced in 1911, for their property below Homer Street – today's Yaletown: a purpose-built infrastructure for the warehouse district creating excellent access for both rail and vehicles.

The property south of Railway Street couldn't compete. Apart from the better infrastructure, Yaletown didn't have the reputation garnered from having a red light district as a neighbour. Established in 1912 on Alexander between Jackson and Heatley, the police department felt the brothels would be tolerated here close to the industrial district and away from the residential areas. The brothels survived until the end of the First World War.

Heavy industry continued to locate in the area, including foundries, boiler works, and metalwork and machine shops. The largest enterprise was the Chicago-based American Can Company which leased the lots between Jackson and Heatley on the north side of Railway for a new factory in 1912. Early in 1913, company bought out the 12-year-old local Cliff Cannery Company based in east Burnaby and issued tenders for a new factory on the waterfront. The company was aggressive in securing contracts with local canneries and they had an advantage over older firms with the latest machinery which did away with the time consuming hand assembly previously used in making tins.

In 1916, the firm added to their existing facility as demand continued to grow and a further expansion took place in 1926 with a reinforced concrete structure designed by the company's architect and engineer Carl G. Preis. At one time the building claimed to be the largest reinforced structure in the city.



The American Can Company factory showing the three phases of construction AirP29.4 circa 1950s

The 1920s addition to the company's operations removed a small group of houses built in 1903 at the corner of Heatley and Alexander. These, and four rooming houses on Alexander, were the only residential buildings in the area. Three of the residents in the houses were Japanese, and Mr Tanaka (the only Japanese person named) was listed as a mill hand at the Hastings Mill. The other residents all worked at jobs related to the surrounding industries in the district.

On the Edge of Japantown

The fishing and the lumber industries attracted immigration from Japan. Early immigrants settled in the area close to the Hastings Mill which employed a large number of Japanese men. The company was well known in Japan for its friendly attitude and hiring practices. Along with the mill, the fish company wharves and processing plants were major employers. Powell Street was the commercial heart of the community and by 1910 the surrounding residential streets were solidly Japanese.

As the community grew there was an increasing need for services. In 1906 the Japanese school opened in the 400 block of Alexander offering Japanese language courses along with a general curriculum of subjects. By the 1920s the community was large enough to warrant the construction of a new building. Finished in 1928, the renamed Japanese Language School and Japanese Hall building quickly became the centre of the community.

The rooming houses, also known as cabins on the fire insurance maps, were built between 1903 and 1910 offering small rooms with shared facilities to single men. All but one had been torn down by the 1950s. The surviving 1906 tenement at 313 Alexander is notable for being built by Yonekichi Aoki who worked as a logging contractor, employing 45 Japanese men at his operations in Indian Arm. He later moved into real estate, selling lots across the city. Aoki's rooming house was sandwiched between the Mainland Iron Foundry and the City's Waterworks Yard.



The Japanese Language School in 1928 CVA 99-

A New Zone for Industry

The new Japanese Language School had industry as its neighbour and this was reinforced by the city's new zoning bylaws that were drawn up in 1927 in preparation for the amalgamation of the city and the two surrounding municipalities in 1929. Following the advice of their town planning consultant, the zoning radiated out from the business core and around the harbour and False Creek with a ring of industry encompassing today's Strathcona and the edge of Grandview.

Foundries and machine shops, some of the original industry in the area, continued to flourish along with woodworking shops, hardware merchants, a few food processors and the cold storage facilities. Mixed in with the industry and warehouses were a number of offices. The BC Shipping Federation, the predecessor to the British Columbia Maritime Employers' Association had its offices on the south west corner of Railway and Dunlevy while across the street on Railway, the Empire Stevedoring Company incorporated in 1910 by Walter Dockrill constructed their Streamline Deco offices in 1941. The Vegetable Marketing Board could be found at 405 Railway and the Employment Relief Association set up shop in the offices vacated by the police department.

The BC Shipping Federation was a group of employers who had come together to fight the growing discontent and union organizing on the waterfront by overseeing the despatching and supervision of longshoremen. Vancouver's waterfront was a tough place to get work

Established 1876

McCull Bros. Limited

Offices and Plants: Toronto Montreal Winnipeg Vancouver
Distributing Warehouses: Calgary Edmonton Fernie Cranbrook

Importers and Manufacturers of

Lubricating Oils
Lardine and High Grade Cylinder and Engine

Highest Grade Greases, Boiler Compound
AND ALL PRODUCTS OF PETROLEUM

S. C. STINSON, Branch Manager
Phone Highland 118

439 Railway Street

Ad for McCull Bros. in 1919

with men running from pier to pier in the hope of grabbing one of a limited number of job tokens tossed into the crowd by a foreman. Strikes over working conditions were long nasty affairs and the 1935 strike which culminated with the 'Battle for Ballantyne pier' stands out. Hundreds of men assembled on Hastings Street at Heatley to march to the harbour to confront the strike breakers but as they approached the pier they were met by the police mounted squad, tear gas and dozens of special constables. The strikers were chased back through the area's streets.



495 Railway – A.R. Williams Company CVA 99-4752 1935

Post-Industrial Railtown

Because of its close proximity to the harbour, the Railtown and its surrounding district was from the first home to a hotels and rooming houses that catered to those arriving at the port; Railtown was never solely an industrial district. Many of the rooms would be taken by men returning from the canneries and logging camps at the end of the season. By the 1940s many of the area's hotels were known as 'buck-a-day' places offering cheap lodgings to the many retired resource workers that had found their way back to Vancouver. The cheap rooms were possible in part because for almost sixty years since the end of prohibition in British Columbia, only hotels were allowed to hold a liquor licence to sell beer to the public. Hotel beer parlours provided hotel owners with a steady income stream and with almost full occupancy there was little impetus to maintain or upgrade the buildings to any standard.

By the 1970s residential accommodation conditions were bad and the community began to advocate for inspections and bylaw enforcement, fight for better and secure housing and worked to remove the stigma of 'Skid Row.' The newly formed Downtown Eastside Residents Association led by Bruce Eriksen scored a number of significant victories including forcing the city to require sprinklers in all single room occupancy hotels and prompting the creation of the Downtown Eastside Oppenheimer District zoning schedule which for the first time focussed on retaining and providing affordable housing for the population of the Downtown-Eastside Oppenheimer area.

A renewed sense of community saw the creation of the annual Powell Street Festival, a celebration of Japanese Canadian heritage, in 1977. The Heart of the City Festival has celebrated the community through music, theatre, performance and tours since 2002. The annual Eastside Culture Crawl (begun in 1994) includes numerous studios in Railtown as well as surrounding neighbourhoods.

Those artist studios were often found in informally converted Railtown warehouses. It was a compatible use for the robust high-ceilinged masonry and timber structures no longer in demand as storage space as container transportation and shipping methods evolved. Other parts of industrial Vancouver – most notably Yaletown – saw formal conversion of warehouse buildings to residential use or offices following changes to their zoning to support new non-industrial uses. Railtown's continued industrial zoning made the conversion of the industrial buildings difficult. Site specific comprehensive development rezoning was usually used to effect changes of use.

Post-industrial Railtown can be said to have started with the informal re-purposing to artist live/work space, and the formal conversion of the American Can Building and the Railway Street warehouses. City authorities had taken notice of the informal re-purposing of warehouse space, and on one memorable evening in 1986 had the fire department evict artists living at 339 Railway for violating a number of safety and building code regulations. As a result of the raid the city ended up developing ground-breaking legislation which created policies for artist live-work studios within converted and new buildings. It was the first of its kind in Canada.

The new regulations facilitated renovations that enabled the artists to remain and prompted the conversion of a former cold storage building into artists live-work space and the construction of a new live-work building across the street.

Railtown was never completely built out. Today, it is distinguished by its existing buildings and the large number of surface parking lots. The simple construction of many of the buildings contrast with the brick warehouses on Railway Street which, along with the lack of beautification or street trees, gives the area a distinctive character found nowhere else in the city.



300 block of Railway Street circa 1970s CVA 780-327



The evolution of the Railtown shoreline in an expanding and changing city. The Hastings Road shown in grey connected the early town of Granville (Gastown) with the Hastings Townsite and farther east to New Westminster.

Graphic rendition: John Atkin

HISTORICAL VALUE STATEMENT

On Burrard Inlet

The Railtown area is important for its association with the Burrard Inlet waterway, a tidal salt-water inlet at the heart of the City of Vancouver. One of Canada's most productive marine and terrestrial ecosystems, Burrard Inlet has scientific value for its contribution to the Railtown's geographic character, including its flat topography, hydrology, and most importantly, for its marine ecology.



The once-vegetated slopes of Railtown contained forests of cedar, hemlock, pine and Douglas fir, with timber of outstanding quality that was used by Coast Salish people for houses, canoes and welcome poles. Later, that timber was harvested and skidded along corduroy roads to the Inlet for processing and transport. The land supported a wide variety of berries, cranberries, herbs, wild rice, reeds, ferns, moss, salal and many other diverse food and medicinal plants that were part of this rich ecosystem at the edge of the Inlet.

The Inlet is important for its influence on the development of Railtown by naturally providing a deep water port for shipping the products of the industries that eventually lined its shores. Construction at the edge of, and over, the water, such wharves and docks, gradually moved the location of the shoreline to the north.

Past and current uses for recreation, such as swimming and boating, and the re-creation of beaches such as Crab Park along the Inlet, emphasize the social importance of the Inlet. It continues to be of high spiritual and physical importance to Aboriginal people, seen in recent concerns about the expansion of oil pipelines in the region.

General characteristics associated with this theme:

- The presence of Burrard Inlet, its hydrology and associated ecosystems
- Indigenous marine plant and animal communities
- Change in the location of the Inlet's shoreline
- Features associated with the use of the river for travel and industry and the manipulation of its banks and landforms
- Historical beaches and reconstructed Crab Park beach
- Views to the Inlet and the North Shore mountains

Settlement

The Railtown area is significant for its presence on unceded Coast Salish territory. Railtown is important as a reminder of the dislocation of the Coast Salish people once the Canadian Pacific Railway arrived in 1887. In clearing the land to establish a rail terminus, industrial waterfront and town, the newcomers destroyed the salmon streams, the hunting grounds, and places where berries and other food had grown. Within 30 short years of settlement, the Coast Salish people's grip on the area had collapsed.



Aerial of Railtown area in 1948 CVA 1184-360

The immigrant settlement of Railtown is important for its association to the industry in the area – primarily waterfront cannery, sawmill, fishing and shipping industries. There were few strictly residential buildings in Railtown. From shacks along the waterfront to rooming houses for single men, virtually all residential development was tied to the major industries in the area and to a much lesser extent the adjacent Japantown commercial district.

Railtown is important as a place that welcomed workers of all types and nationalities. Sailors on the ships, Aboriginal people, Hawaiians, Chilean, Chinese, Japanese and Northern and European workers were employed at the sawmill and docks. On Powell Street, Japanese business owners served their multi-ethnic customers. The area is adjacent to Japantown, which came into being when the fishing and the lumber industries attracted immigration from Japan.

Railtown, as part of the Downtown Eastside, is important for being a place for the conscious inclusion of all its traditional residents as well as welcoming new residents.

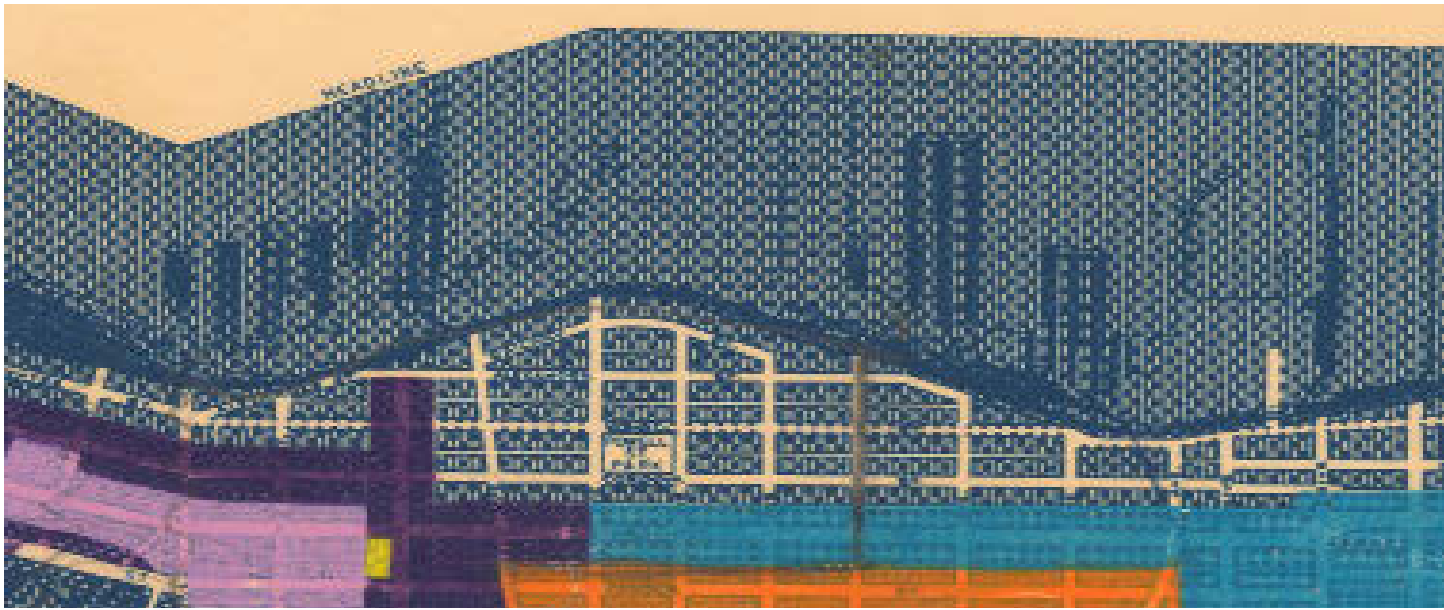
General characteristics associated with this theme:

- Cultural and natural history that are directly associated with the Tsleil-Waututh, Squamish, and Musqueam
- Status as unceded Coast Salish territory, along with place names, and pre-contact trading system and current Aboriginal presence and culture in the area, including off-reserve Aboriginal people
- Increasingly rare area of town possessing a significant amount of affordable housing
- Buildings that represent settlement, such as the tenement at 313 Alexander Street

Industrial Precinct

The Railtown area is important for its link to the beginnings of the city's working waterfront, its economy and culture that developed in support of waterfront activity, and the ongoing influence of the waterfront economy.

The proximity of Burrard Inlet is key to the industrial development of Railtown. As a deep sea port, it enabled industry to thrive by providing the means to transport goods by ship. The diversity of industries that were clustered together in Railtown is significant to its development. The International Ice and Storage Company's plant expanded to produce and bottle milk, cream and butter, while fruit and vegetable warehouses, foundries, warehouses, manufacturing, fishing, Canadian Fishing Company cannery, grain storage, and



Vancouver zoning map 1950s CVA PD2100.2

many other industries were housed here. Traces of past industrial activity, such as the remains of sawmills, wharves, and buildings that housed former warehouses and machine shops in are important to the character of the place, as is the continued industrial activity in the area.

Railtown is important as an informal sub-area of a larger industrial area supporting the rail and port. It is notable for its current transformation into a thriving place for creative professionals, entrepreneurs, artists and crafts people in live-work spaces and other new businesses. Old warehouses and factories are being re-purposed as restaurants and furniture shops, fashion studios and offices for high-tech firms, while still retaining existing successful industrial uses and businesses. The rapid change in the area brings concerns about gentrification and loss of physical character and social sense of place.

Railtown is important for its association with history of longshoring on the waterfront from the very earliest days of port activities, and for illustrating how much Aboriginal people were involved in the local economy (even while subject to curfews and pass systems in the early days). Waterfront industry is important for its local labour history that includes significant local Coast Salish leaders, and remains so to this day.

The area is valuable for its continued and growing use as a post-industrial precinct, seen particularly in the adaptation and re-use of buildings in the area for high-tech firms. Entrepreneurial talent in high-tech, industrial design and other areas of creative business have given rise to a new community presence and an evolving distinct character within the boundaries of Railtown.

General characteristics associated with this theme:

- Landscapes and streetscapes that are characteristic of the early industrial and residential community, such as Alexander and Railway Streets
- Ongoing presence of port activity
- Buildings and structures that emphasize the past and current industrial nature of the place
- Pattern of streets, particularly the meeting of the street grid with Railway Street
- Buildings that represent settlement, such as the tenement at 313 Alexander Street
- Adaptation and re-use of existing historical buildings to accommodate offices and studios for high-tech firms
- Edginess and sense of community created by the presence of high-tech and other post-industrial entrepreneurial firms

A Distinct Precinct

The area is important for the pattern of its street grid, which encounters the anomalous Railway Street curve that follows from the Canadian Pacific Railway right-of-way along the 1880s shoreline below the bluff, and the skewed Gore Avenue that was the logging skid road path connecting the waters of False Creek to the Hastings Mill shoreline. The precinct has a distinct character for its heterogeneous collection of building forms and uses, and close visual proximity to grand structures associated with the Port of Vancouver and the rail lands.

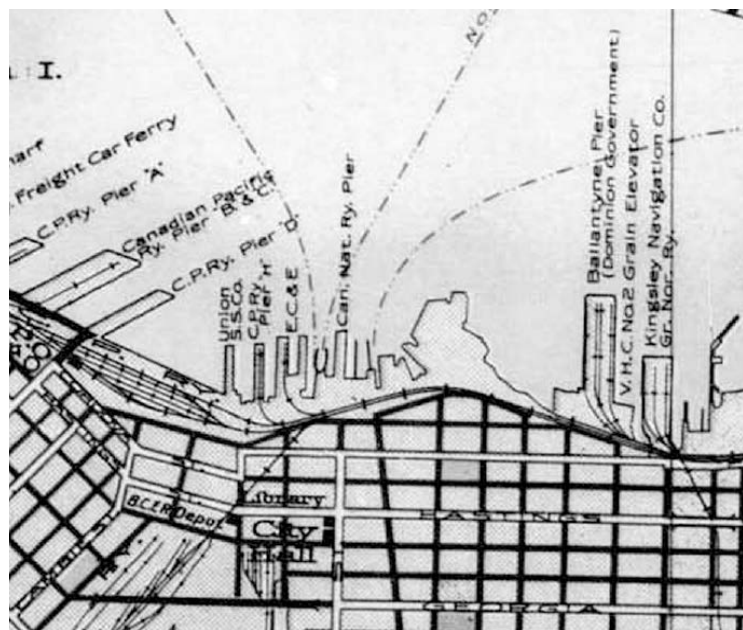
The settlement of the area is important for its connection to city zoning and planning. Building on the industry that had naturally clustered in the area, zoning in 1927 and city planning after World War II consolidated the area as an industrial centre. Railtown is important for being the place of the meeting of two major transportation initiatives - the end of the Canadian Pacific Railway and the port centred on the deep water of Burrard Inlet. The CPR arrived in Vancouver in 1887, with its terminus near Railtown. Building on the early port activities that supported Railtown industries, the area became home to many shipping and passenger transportation companies, including the Canadian National Steamships Pier, finally resulting in Port Metro Vancouver.

Anchored by the railway along the shoreline and the pattern of its street grid, Railtown's distinct character and boundaries illustrate early land use and land planning decisions. The north side of Railway Street consists of lots surveyed with 50-foot frontages on the north and south sides, lots developed particularly for the construction of warehouses adjacent to the docklands and shipping piers. Its physical distinctiveness is also due to the CPR's early decision to set aside the blocks adjacent to the terminus and docklands as an industrial zone to give the rail terminus more scope and opportunity for business and expansion.

Railtown is valued as a distinct locality through its post-industrial use and development, particularly through its emerging and evolving high-tech and design sectors, with a growing critical mass of creative firms re-using converted warehouses and other buildings in the area, and bringing a distinct character to the place.

General characteristics associated with this theme:

- Presence of the railway and port activities and structures
- Larger 50-foot parcels on the north side of Railway Street
- Smaller scale and lower height industrial and commercial buildings
- Built space adapted to accommodate post-industrial uses



CVA MAP 1929 shows the area as a transportation hub

Arts and culture

Aside from being part of the Downtown Eastside's artistic and cultural community, values in Railtown's values that are associated with the arts and culture include the continuation of Coast Salish culture and its emergence as a place for Coast Salish people to share their knowledge, culture and history, and to highlight the community's role in shaping the City. Railtown was part of a general cultural renaissance in the Downtown Eastside that saw the emergence of festivals, museums, theatres and other multi-cultural activities and institutions.

Warehouses on Railway Street that were informally being used as studios and workshops were formalized through creative zoning that allowed artists to live and work in the same place. Railtown today is evocative of the new vitality brought about by these changes, and through the emerging creative and design industries and other small businesses and associated community that is an increasingly apparent aspect of the area, bringing in restaurants and new, young businesses such as furniture showrooms, fashion and artists' studios, architects and offices for high-tech firms. Creative entrepreneurs who first moved into the area for economic reasons set an example for other design-based businesses to follow, creating the base for an emerging design district, another contribution to the original distinctiveness of the area.

The age of the place, the older character buildings, wood blocks under wide paved streets, low buildings that admit light, and the views of the port and the water are key aspects that attract people from the arts and cultural community, as well as creating character that makes Railtown an important and regular filming location.

While the emerging design and creative sector is valued, also significant are the existing industrial activities that help the area retain some of its past physical roughness, noises and activities that are part of the historical character of the neighbourhood. The still-industrial zoning continues to support new and enterprising uses and provides a sense of place that contributes to Railtown's current vitality.

General characteristics associated with this theme:

- Places and features of creativity and artistic endeavours
- Places where industrial activities still occur
- Commercial enterprises that individually and collectively are unique to Railtown
- Places that represent the multi-cultural and mixed-use nature of Railtown
- Physical features related to Coast Salish culture such as CRAB Park that have profound linkages to the area as part of Coast Salish territory
- Intangible attributes related to Coast Salish culture such as the recollection of past uses of Burrard Inlet for transportation, and the Inlet and its foreshore for food and material collection



Community Life

Railtown is important for its use of industrial zoning in the area as part of an attempt in part an attempt to clean up the area which was historically used to entertain visiting resource workers with services ranging from restaurants and night clubs to gambling houses and brothels.

The area is significant for nearby recent investment in social housing following homelessness in the area beginning in the late 1890s. It is important as an area which was a socially and culturally lively community, if economically less advantaged, with services such as the Japanese Language School, Mission to Seafarers and others developing to serve the diverse community.

General characteristics associated with this theme:

- Social spaces – coffee shops, wine bars, restaurants
- Ongoing presence of both Coast Salish people and off-reserve Aboriginal people
- Places associated with social and community services in the area
- Places that represent an emerging multi-cultural society



Community BBQ Railway Street, June 2015. Vancity Buzz photo

PRIORITY PLACES & FEATURES

See page 29 for a map of the study area noting the location of the priority places noted and numbered below.

location and name

1

157 Alexander Street (C)

significance

This small 1913 warehouse, squeezed in between the rail tracks and Alexander Street, was designed by architect William Marshall Dodd for Edward W. Cook and Co. - initially as a hide and fur warehouse. The functions of the building over the decades reflect important aspects of BC's history, and the transition of Vancouver's commercial district from heavy industry to white-collar based businesses. The site served as a warehouse for the fur trade, workshops for a glove manufacturer called 'White Seal', an import/export warehouse, a long-term ships chandler, and since the 1970s offices above with clubs on the street level (including a social club for taxi drivers). Today, with the current restaurant use focused on locally-crafted beers, it's one of the only surviving post prohibition era social club spaces, apart from the Railway Club, with a similar ongoing use.

image



2

191-195 Alexander Street (C)

A 1910 warehouse designed by the prominent architectural firm of Samuel Maclure and Cecil Fox for the Grand Trunk Pacific Coast Steamship Company as a transfer warehouse related to the shipping line's activities. The warehouse was converted to offices starting in the 1970s housing legal firms, bank administration, the Legal Services Society of British Columbia and more recently the headquarters for the RainCity Housing and Support Society.



3

235 Alexander Street
Burrard Ironworks

Built in 1923, this facility manufactured, supplied and serviced engine room and deck machinery for the shipping industry. The company, Burrard Ironworks, has been present on Alexander Street since 1912, first in the 100 block and now across the street at 220 Alexander.

Today the building is a vibrant, multi-purpose facility providing a range of rental services as a film, television and photography location, a gallery studio, and a performance and events venue.



location and name**4**

275 Alexander Street
The Core Artists Co-op
The Edge Condominiums

significance

An integrated artist live/work co-op with market condos, this building was developed in 1999. The Core artists co-op members live and work in a 30-studio building leased from the City, pay manageable subsidized monthly rates, and have maintenance obligations. On the other hand, the Edge features 165 mostly two-level condominium lofts. The residents have access to a common roof deck and a 7,000-square-foot amenity building with workshops, rehearsal space, a darkroom and exercise area.

image**5**

305 Alexander Street
Marine Lunch

Built in 1951, this eatery has been serving local workers, from the port and rail industries to office workers and artists in later decades. Today, it is one of Railtown's culinary destinations.

**6**

313 Alexander Street
Ross House

Built in 1906 this tenement building is typical of those built by early Japanese settlers in Vancouver. The owner, Yonekichi Aoki, started out as a logger and then worked at the Hastings Sawmill at the foot of Dunlevy. He moved up in the world by working as a CPR railway contractor. Beginning in the late 1800s up until World War II and the internment of Japanese Canadians, Alexander Street was part of a bustling Japan Town district that was centred on Powell Street.

Today known as Ross House, this privately owned Single Room Accommodation (SRA) is a tribute to the owner's son who died of a drug overdose in 2000. Ross House has 24 rented rooms measuring an average of 12'x10'.



location and name**7**

At the rear of 313 Alexander Street and the parking lot to its west

significance

The original topography of the 300 block of Alexander Street, a bluff which was higher than Railway Street below, can be seen at this location. All the other lots have since been developed and excavated to Railway Street level

image**8**

321- 323 Alexander

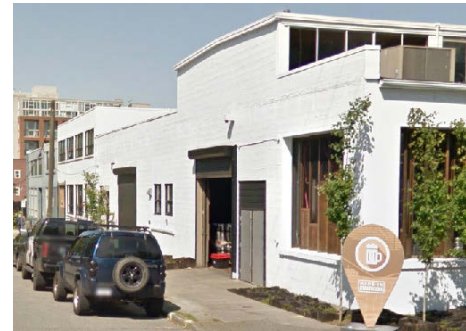
Originally built in 1903 for the City of Vancouver as City water works, yards & workshops, the facility was renovated and expanded in the early 1920s and housed the street lighting department. The building was always set back deep on the property, backing onto Railway Street but addressed on Alexander. Today, this is the Vancouver office for Barrick Gold, a Toronto based mining company.

**9**

369 - 395 Alexander Street
55 Dunlevy Avenue

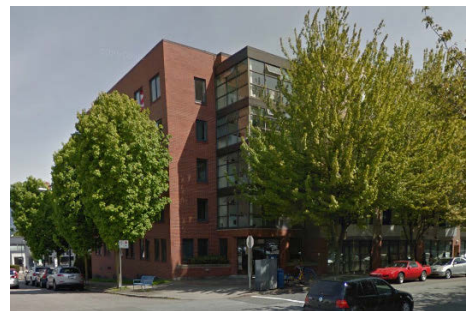
Built in 1928, these properties have served as motor, machine and ironworks shops over the decades. Today they are used for offices and wholesale businesses.

The corner building addressed at 55 Dunlevy Avenue has recently been converted into a brewery and restaurant.

**10**

415 Alexander Street
Jim Green Residence

Built in 1996, these residences are amongst the first purpose built housing complexes in Rialto. A self-contained, independent, permanent housing complex run by Lookout Society that provides homes for 66 low income men and women with a history of homelessness. Named for the Downtown Eastside advocate, activist and past City Counsellor Jim Green.



location and name**11**

475 Alexander Street
(B) (M), 1928
and
487 Alexander Street, 2000
Japanese Language School
and Japanese Hall

significance

The Vancouver Japanese Language School was founded in 1906 at 439 Alexander Street, in the heart of Japantown which was centred around Powell Street since the late 1880s. In 1928, 475 Alexander was built to replace the first school building, and to accommodate the growing needs of the Japanese Canadian community. When the community was forcefully removed during World War II this building was confiscated by the Canadian government, along with all Japanese property. This site was the only property to ever be returned to the local Japanese Canadian community after the war. The hall was built in the year 2000 and recently an award-winning daycare facility has been introduced to the site as well.

image**12**

611 Alexander Street (A)
American Can Company
Building

The American Can Company leased the current site in 1912, issued tenders for the site in 1913, expanded the building in 1916, and added a 363,000 square-foot fish canning plant in 1925. Architect and engineer Carl G. Preis designed the Art-Deco expansion, which was for many years, one of the largest reinforced concrete structures in the city. In 1988, head architect for Expo86 Bruno Freschi, designed the conversion of the plant into multiple office spaces and introduced additions and parking to the property. Today it is the location for many local architectural, design and textile firms as well as other types of offices.

**13**

49 Dunlevy Avenue
Shipping Federation of BC

Built in 1927, this was the headquarters for the Shipping Federation of BC which promoted shipping interests in British Columbia by selecting, training, despatching and supervising longshoremen, wharf and dock operators. In the mid 1960s, the Federation was re-organized into the British Columbia Maritime Employers' Association. Today, the BCEA headquarters is still located in Railtown, at 349 Railway Street.

**14**

Port of Vancouver
(Parts of which span the entire
shoreline of Railtown)

A projecting point at the shoreline which was the former q'emq'emal'ay village (until 1865) and Hastings Mill site (1867-1920s). This natural point has been expanded and reclaimed over the years both by the mill and the port to its current man made outline.



location and name**15**

1 Gore Avenue
Canfisco Headquarters

significance

The Canadian Fishing Company built their first large freezing, cold storage and ice-making plant in Vancouver in 1910. This Home Plant cannery was built in 1918 and today is also the CanFisCo headquarters.

image**16**

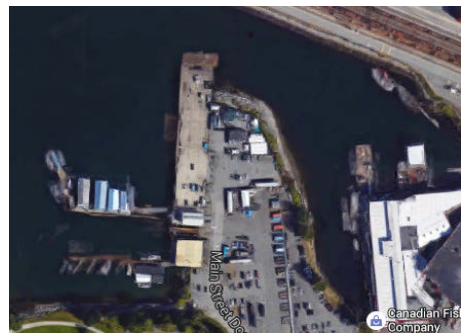
401 E Waterfront Road (A)
(M)
Mission to Seafarers

Built in 1906 as the B. C. Mills Timber and Trading Co. Ltd. offices and showroom, the original address was 50 North Dunlevy. The Hastings Mill site and this building were purchased in 1925 by the Vancouver Harbour Commissioners which used it as their quarters from 1930 until 1973 when it became home to the Mission to Seafarers.

**17**

Foot of Main Street
GPS coordinates 49.287112,
-123.099510
Canadian National Steamships
Pier - foundation

This rectangular, concrete on pilings foundation, is the only surviving evidence/remnant of numerous man made piers and wharfs that once dominated the shoreline of the Railtown area.

**18**

Between Railway Street and
East Waterfront Road
CPR main line rails

Running along the shoreline, between Railway Street and the industrial waterfront, the railway tracks defined the curve of Railway Street when it was laid in the late 1880s and are still in use today.



location and name**19**321 Railway Street
Railtown Studios**significance**

Built in 1935 as an ice plant, cold storage and housing an ice-cream factory at times over the decades, this building was one of two on this block converted into artist live-work studios in 1998. The development name "Railtown Studios" may have coined the current name for the neighbourhood. In this case the conversion involved the addition of the top floor, an extension at the back, a rooftop deck and the introduction of 'industrial style' windows to what was originally a closed concrete box. It is important as a direct result of the September 1986 eviction of dozens of artists who were illegally living in abandoned warehouses on this block, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning. The first live/work buildings, mostly in converted warehouses, began to appear in Vancouver in the early 1990s. This building is strictly a live/work building for artists, participates on the annual East Side Culture Crawl and houses the Ice-Box Gallery in its interior.

image**20**329 Railway Street
Martin & Robertson warehouse

Built in 1910 as a second Vancouver premises for Martin & Robertson - 'Klondike Outfitters', rice millers, importers, manufacturer's agents and suppliers of dried goods. The building was used as warehouses and offices over the decades by various companies until it became partially vacant like several others on this block in the 1970s. This building is one of two which was converted in 1998 into a mixed use live/work and commercial building housing offices for design firms and other businesses as well as two floors of live/work residences.

**21**339 Railway Street
Imperial Rice Milling Co.

Built in 1911, this two-storey warehouse was designed by local architectural firm Honeyman & Curtis. It functioned as a rice milling warehouse for many decades until mid-century when it became partially vacant like several others on this block in the 1970s. It is important as the well documented location for the September 1986 eviction of dozens of artists who were illegally living in this warehouse, and in the two immediate buildings to its east, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning. Today it is the location for a few retail shops and offices.



location and name**22**343 Railway Street
Imperial Rice Milling Co.**significance**

This building (probably erected in 1911), owned by Imperial Rice Milling Co. and designed by Honeyman & Curtis like the next door 339 Railway, was used as a temporary police station and court house in 1912-1914. The Employment Relief Association occupied part of the building in 1914. It functioned as a rice milling warehouse combined with offices on the ground floor for many decades until it became partially vacant like several others on this block in the 1970s. It is important as one of three buildings involved in the September 1986 eviction of dozens of artists who were illegally living in this warehouse, and in the two immediate buildings on either side, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning.

image**23**349 Railway Street
G.H.Cottrell Storage Building

This tall building was built in 1910 for G.H.Cottrell who offered produce storage and had a strong presence on this block for decades, eventually expanding into wholesale in the 30s and 40s. It is important as one of three buildings involved in the September 1986 eviction of dozens of artists who were illegally living in this warehouse, and in the two immediate buildings to its west, which led to the creation of ACE (Artists for Creative Environments) and the eventual legitimization of informal live/work space into city-wide live/work zoning. In 1989 an extensive renovation substantially altered the building and added the huge arched window on the top floor. Today it is an office building which houses the British Columbia Maritime Employers' Association, which started out in this neighbourhood in 1911 as the Shipping Federation of BC with its previous location at 49 Dunlevy.

NOTE: 335, 343 and 349 Railway were used in the late 1970s and early 1980s as makeshift artists studios and residences. After evictions Artists for Creative Environments lobbied City Council to legislate artists studios and residences in commercial and industrial zones.

**24**365 Railway Street
Fleck Bros.Warehouse

This utilitarian concrete structure was built in 1949 as an extra warehouse for the Fleck Brothers Ltd., who were major industrial suppliers in BC from 1907 until 1970 with headquarters and main warehouses at 110 Alexander Street.

Since 1998, this is the headquarters and factory for Bensen, a design and manufacturing group founded in 1981 by Niels Bendtsen. This business is important as the first design oriented business to locate in the Railtown area in the last two decades, inspiring many others to follow and create the core for what is considered today a design district. Niels Bendtsen is a Danish-born designer known for his Inform Interiors furniture and design located nearby on Water Street in Gastown since 1970.



location and name**25**

395 Railway Street
(Former C listing, removed in 1988)
Empire Stevedoring Building

significance

Built in 1941 for the Empire Stevedoring Co. Ltd., this Moderne design by architects Watson & Blackadder, stands out with its fluted facade and art deco typography. A historic Canadian company with its Vancouver office still located in this building, Empire Stevedoring is a major international port logistics and operations firm since 1910 which has historically been BC's largest waterfront employer. Today, the building is shared by offices for various firms alongside Empire Stevedoring. On the ground floor is the Railtown Café, one of the neighbourhood's most popular lunch spots.

image**26**

405 Railway Street
BC Coast Vegetable Marketing Board Building

This building was built for the BC Coast Vegetable Marketing Board in 1946. This board was created in 1934 to regulate vegetable selling in the Lower Mainland and is remembered for aggressively implementing a Vegetable Marketing Act in 1935 which was perceived to be intentionally discriminatory against Chinese farmers. Today, this building (together with 415 Railway to its east), is a manufacturing facility for Bensen.ca representing probably the last true industrial manufacturing operation in Railtown.

**27**

439 Railway Street
McColl Bros. & Co. Oil

Although its exterior has been cosmetically modernized, this is the second oldest building on the block, built in 1913 as the McColl Bros. Oil shop. This company was present here, roughly in the same location since the late 1880s. McColl Bros. operated from this building until the late 1940s after which it was a cartage and trucking depot. Today the building is shared by a snowboard design firm and a high-tech company.

**28**

494 Railway Street
Blain Boiler Works Building,
1926
(Gabled warehouse at corner, now incorporated into a new showroom complex with concrete office building to the west)

An industrial wood-framed structure built in 1926 for Blain Boilers who produced furnaces, this gabled building is now incorporated into a newer showroom complex with concrete office building to the west. This complex was developed for an interior design firm and is now home to Colin Campbell rug company, part of the Railtown Design District group.



location and name**29**

495 Railway Street
A.R. Williams Machinery
Company of Vancouver

significance

The A.R. Williams Machinery Company of Vancouver built these premises in 1909 designed by architect Frederick Mellish. The company renovated/expanded in 1913 and stayed at this location well into the late 1950s.

Today the building is home to a showroom and furniture manufacturer and an architectural model maker.

image**30**

505 Railway Street
Simpson Balkwill ware-
house

Built in 1918, this warehouse serviced the company's main store at 101 Powell Street. Simpson Balkwill's business was hardware, ship chandlery, mill, mine and logging supplies. In 1929 they sold their interest to Gordon and Belyea Ltd. who were in the same business and continued to use the building as a warehouse into the 1950s.

Today, this is a showroom for carpet designer Jan Kath who is part of the Railtown Design District group.

**31**

20 Jackson Avenue
Maple Leaf Pattern
Works

Built in 1935, this was a wood & metal pattern making shop for Maple Leaf Pattern Works. Owner Fred Coltart was one of the founders of BC's Chapter of American Foundrymen's Association in 1947. The business was operating at this location well into the late 1950s and was still operating in the late 1960s.

**32**

Full view of the American
Can Company complex
from corner of Railway
and Jackson

The full view of this important industrial street wall expresses the magnitude and constancy of industrial concerns over the decades in Railtown.



location and name

significance

image

33
 Entire study area; visible on Alexander and Railway Streets
 Early 1900s wood block street paving.

From about 1910 onwards, Vancouver's streets were paved with wooden bricks of Norway Pine which typically measured 4" x 8" and were 6" to 9" deep. The road was first layered with gravel, followed by the wooden bricks, filled in with ground cement and then a final layer of coarse sand or other covering material. This paving method was popular in many North American cities as it was considered sanitary, noiseless, low maintenance and the best platform for horse travel, which until the mid-1920s, represented the most common form of personal transportation in Vancouver. To accommodate automobiles and trucks in later decades, the wooden streets were consequently repaved in asphalt, but not removed. Pavement deterioration and weather have exposed patches of the original paving blocks in various places on Alexander, and Railway Streets.



34
 Alexander and Jackson
 Early 1900s granite block intersection stop lines

In early road infrastructure, instead of painting to denote the stop lines, contrasting materials to the street paving blocks were used. As most early streets were paved in wood blocks or bricks, the use of grey granite sets for stop lines at intersections was a common and durable practice.



35
 Heatley Avenue north of Railway Street
 Granite block street paving

Early streets were mostly paved with wood blocks or bricks with the use of granite blocks for markings and special features. On sloped streets, hard blocks (stone or brick) were a better choice than wood so the horses' hoofs could grip on the stones. This sloped area at the foot of Heatley near Railway was entirely paved in granite blocks for this reason. It is exposed here due to asphalt deterioration and lack of use, but it is assumed that the steeply pitched northern tips of Gore and Dunlevy Avenues were originally paved in granite as well.



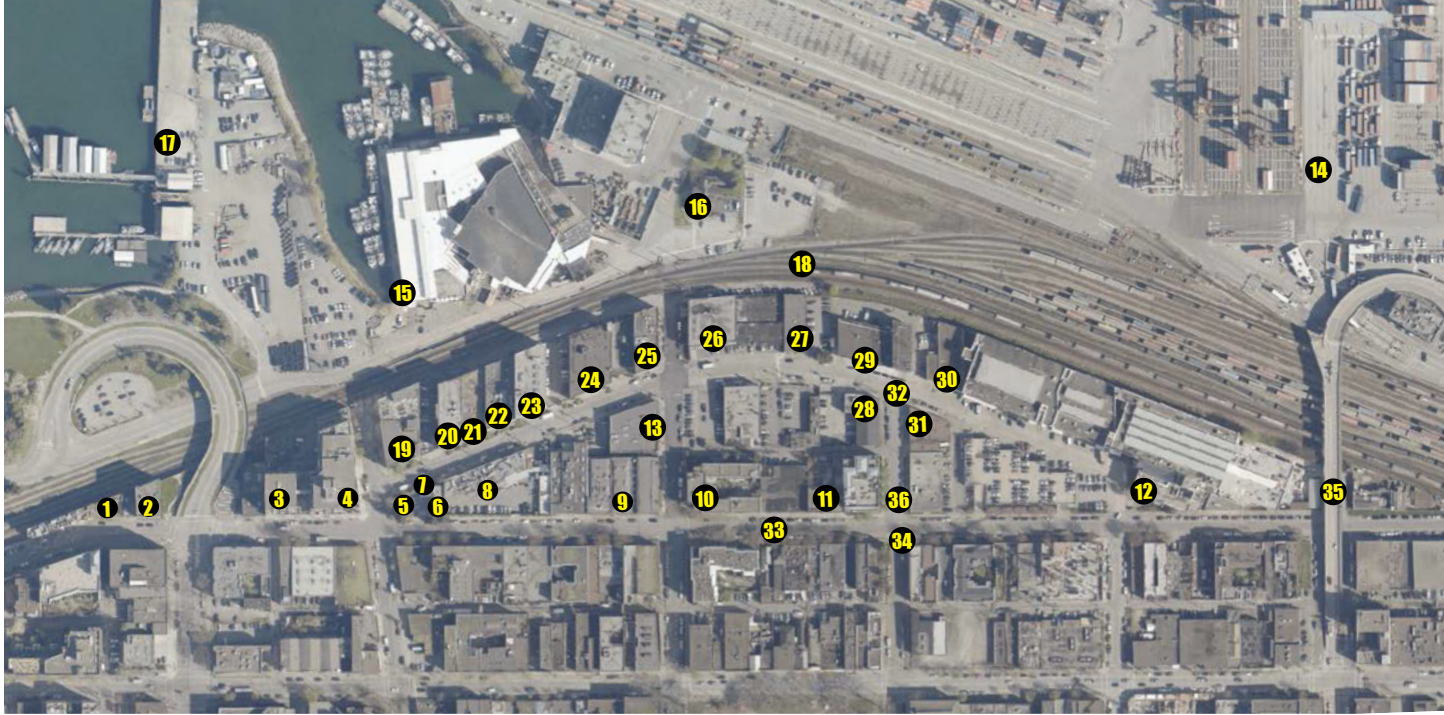
36
 Dunlevy Avenue looking north
 View of industrial waterfront

The proximity of Railtown to waterfront industry and the port is not easily apparent because of the dense built environment, but Railtown's industrial waterfront location is crucial to the neighbourhood's history and to its surviving industrial uses today. The best, unobstructed view of the water, the port and its apparatus is along Dunlevy Avenue..



PRIORITY PLACES & FEATURES MAP

Numbers refer to the priority places listed on pages 19 – 28.



SOURCES LISTING

Railtown boundaries

- DTES LAPP: Heatley to Main, Cordova to the water <http://vancouver.ca/files/cov/downtown-eastside-local-area-plan-open-house-boards-7-9-07182013.pdf>
- CBC article: Hawks to Main, Hastings to the water <http://www.cbc.ca/news/canada/british-columbia/could-railtown-be-vancouver-s-next-yaletown-1.2629880>
- Vancouver Neighbourhoods Project: Heatley to Columbia, Alexander to the water <http://vancouverneighbourhoodsproject.com/Railtown>

Sources

- Atkin, John & Coupland, Andy. Changing Vancouver Blog <https://changingvancouver.wordpress.com>
- Armstrong, Dr. John E. Vancouver Geology. Vancouver: Geological Association of Canada, 1990.
- BC Archives. Canadian Fishing Company Fonds
- Burrard Inlet Environmental Action Program. Consolidated Environmental Management Plan for Burrard Inlet. 2011.
- Canadian Register of Historic Places - Statement of Significance for 191-195 Alexander and 157 Alexander
- City of Vancouver. Downtown Eastside Public Realm Program Plan. 2014.
- City of Vancouver. Historical and Cultural Review – Powell Street (Japantown) by Birmingham & Wood, Dr. Michiko Ige Ayukawa, Helen Cain, Michael Clague, Denise Cook Design, Terry Hunter and Savannah Walling, Patrick Kelly, Dr. Patricia Roy. 2008.
- City of Vancouver. March 18, 2014. DTES Local Area Plan
- City of Vancouver Archives and Vancouver Public Library Special Collections. Fire Insurance Maps of Vancouver from 1889 (Dakin, VPL) 1893-1901 (#342 CVA) 1912 (# 556 CVA) 1926-1950 (#599 CVA)
- City of Vancouver Archives. Government of the Dominion of Canada. Map of Burrard Inlet surveyed by W.J. Stewart under the direction of Staff Commander J.G. Boulton, 1891. Map 50
- Davis, Chuck, 2009. The History of Metropolitan Vancouver. Harbour Publishing. Also by the same author www.vancouverhistory.ca.
- Haggerty, D.R. An Evaluation of Fish Habitat in Burrard Inlet, B.C. Thesis submitted in partial fulfillment of the requirements for the degree of Master of Science, University of Victoria. 1997.
- Heritage Vancouver Society. Vancouver Building Permits 1901-1929
- Kalman & Ward, 1993. Exploring Vancouver: The Essential Architectural Guide. UBC Press.
- Luttmending, H.A. Soils of the Langley-Vancouver Map Area, Report No. 15, British Columbia Soil Survey. Ministry of Environment, Province of B.C., 1981.
- Macdonald Bruce, 1992. Vancouver: A Visual History. Talonbooks.
- City of Vancouver Archives and Vancouver Public Library Special Collections. Fire Insurance



323 Alexander City Yard Works 1906 Ci

Maps of Vancouver from 1889 (Dakin, VPL) 1893-1901 (#342 CVA) 1912 (#556 CVA) 1926-1950 (#599 CVA)

-
- Vancouver Public Library. Vancouver City Directories 1860-1955.
-
- Heritage Vancouver Society. Vancouver Building Permits 1901-1929
-
- Vancouver Heritage Foundation. 2009. Historic Map-Guide of Japantown.
- http://www.vancouverheritagefoundation.org/wp-content/uploads/2013/01/MGJapantown_web.pdf
-
- Vancouver Heritage Foundation. 2013. Guidebook for Heritage House Tour including 313 Alexander Street. <http://www.vancouverheritagefoundation.org/wp-content/uploads/2013/06/2013-HHT-Brochure-low-res.pdf>
-
- <https://metrobabel.wordpress.com/2013/10/28/vhf-railtown-walking-tour/>
-
- Esther Rausenberg - Local newspaper and magazine clipping collection from 1986-1996 regarding the artists eviction from 339 Railway and the subsequent activism around live/work policy for artists in Vancouver. Rausenberg is an artist who was evicted from 339 Railway in 1986 and was an active member of ACE.
- McDonald, Norbert. "The Canadian Pacific Railway and Vancouver's Development to 1900." BC Studies, No. 35, Autumn 1977.
- Newsham, Jody. An Overview of Vancouver's Downtown Eastside. UBC Learning Exchange. 2005.
- Port Metro Vancouver. Land Use Plan. 2014.
- Rausenberg, Esther. Local newspaper and magazine private clipping collection .1986-1996. Regarding the artists eviction from 339 Railway and the subsequent activism around live/work policy for artists in Vancouver. Rausenberg is an artist who was evicted from 339 Railway in 1986 and was a founding member of ACE.
- Simson, Balkwill & Co., Ltd. General catalogue, 1924. Simson, Balkwill & Co. Limited, hardware, ship chandlery, mill, mine and logging supplies, metals, pipe, valves and fittings, etc.
- Stantec. Burrard Inlet Shoreline Change – Baseline Assessment Final Report. Prepared for Burrard Inlet Environmental Action Program, 2009.
- Storyscapes Gastown
- Vancouver Economic Commission. Economic and Biophysical Impacts of Oil Tanker Spills Relevant to Vancouver, Canada: A Literature Review. 2013.
- Vancouver, George. Voyage of Discovery to the North Pacific Ocean, Volume 1. London: 1798.
- Vancouver Heritage Foundation. 2009. Historic Map-Guide of Japantown.
- Vancouver Heritage Foundation. 2013. Guidebook for Heritage House Tour including 313 Alexander Street.
- Vancouver Public Library. Vancouver City Directories 1860-1955.



321 Railway in 1937 VPL

websites

- Hootsuite
- Lookout Emergency Aid Society
- Railtown Design District
- Vintage Air Photos (1940s, 50s and 60s)
- SFU Young Innovators Crawl 2014
- American Foundry Society - BC Chapter
- Japanese Language School
- Mission to Seafarers (Flying Angels)
- UBC Soil Map. <http://soilweb.landfood.ubc.ca/>

online articles

- <http://www.theglobeandmail.com/report-on-business/rob-magazine/vancouvers-high-tech-makeover/article23614007/>
- <http://www.vancitybuzz.com/2013/04/tour-new-hootsuite-office-vancouver/>
- <http://www.richmond-news.com/news/weekly-feature/racism-caused-chinese-farmers-to-create-local-movement-yu-1.737892>
- "Could Railtown be Vancouver's next Yaletown? Gentrification feared as creative professionals flock to former industrial area east of Gastown." CBC News May 2, 2014.
- <http://www.rememberoursisterseverywhere.com/photo/2368910:Photo:34?context=latest> (murdered Aboriginal women)
- https://cdnapisec.kaltura.com/index.php/extwidget/preview/partner_id/1454421/uiconf_id/26824312/entry_id/0_5cg6mbtj/embed/dynamic (Aboriginal longshoremen)
- <http://gordonbrentingram.ca/theterminalcity/?p=939> (Aboriginal longshoremen)

Groups/people interviewed

- Inform Interiors & Bensen - Niels Bentzen
- Eastside Culture Crawl - former Board member, participating artist, A.C.E. founder and evicted artist from 349 Railway in 1986 - Esther Rausenberg
- Empire Stevedoring president - Adriano Magro
- Railtown Studios building manager, artist and long-term Railtown resident - Brian Cyr
- Railtown Design District member - Colin Campbell staff

