

# QUEENSBOROUGH INDUSTRIAL HERITAGE INVENTORY

**DRAFT**

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prepared for:

CITY OF NEW WESTMINSTER

prepared by:

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## I. Context Statement

Queensborough, since the first bridge connecting it to New Westminster was built in 1891, has had a rich industrial history important to the development of the Lower Mainland. Shipyards began operating on the north shore of Lulu Island around 1908, and several machine works were operating by the time the B.C. Electric Railway Co. completed its rail bridge in 1911. In addition to a legacy of some of the region's most important shipyards and shipbuilders, Queensborough was home to significant lumber mill and cannery operations for much of the twentieth century. In the Second World War, through its many shipyards, machine workshops, and an aircraft engine plant, Queensborough made a major contribution to the war effort; the Heaps Engineering plant alone employed some nine hundred persons in the manufacturing of armaments.

Today little of this built heritage remains, although a handful of significant structures still stand as testament to the area's marine and manufacturing centred past. These are listed below.

## II. Methodology

The early industrial sites with heritage value in the Queensborough neighbourhood were determined through the consultation of maps and through a windshield survey, which was conducted in July 2009. The windshield survey included all industrial areas in Queensborough as well as all areas of non-residential use. Aerial maps and photos were referenced to determine concentrations of industrial sites in the area. Sites were selected on the basis of their industrial nature and an estimated age of at least twenty-five years; to be selected, sites also had to retain a reasonable degree of integrity.

Following the visual analysis, preliminary historical research was conducted using a combination of fire insurance maps and aerial photographs to determine broad patterns of industrial development. The New Westminster Archives, New Westminster Public Library, UBC Special Collections, Vancouver Public Library, City of Vancouver Archives, B.C. Archives, and various online sources were used to research each individual site. The site with the most documented historical information was the Star Shipyard Site, whose records have been deposited at the New Westminster Archives and the B.C. Archives.

In all, thirteen sites were selected as having potential heritage significance; two industrial sites had been previously documented by the City of New Westminster, and these are listed in the appendix.

### III. Site Map



Revised April 7, 2010

**LEGEND**  
■ Surveyed Industrial Site  
--- Railroad ROW

## IV. List of Sites

### I. 351 Gifford Street



July 2009

#### 1.0 Identification

- 1.1 Historic Name of Building. Martin Paper Products
- 1.2 Current Name of Building. Smurfit-MBI
- 1.3 Street Address. 351 Jardine Street
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. Smurfit-MBI 351 Gifford St New Westminster, V3M 0A6

#### 2.0 Historical Significance

- 2.1 Construction Date. 1954
- 2.2 Original Owner. Martin Paper
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. unknown

#### 3.0 Architecture & Structure

- 3.1 Number of Stories. one
- 3.2 Structural Material. unknown, possibly steel frame
- 3.3 Cladding. Wood and vinyl
- 3.4 Fenestration. Multi-pane with metal mullions; some green tinting
- 3.5 Roof Type. Flat
- 3.6 Interior Features. unknown
- 3.7 Design Description. International Style building, horizontal rectilinear massing; larger rectangular structures in rear.
- 3.8 Condition/Integrity. Appears to be in good condition.

#### 4.0 Context

- 4.1 Siting. Waterfront property
- 4.2 Context. Industrial area; adjacent to large empty industrial parcel.

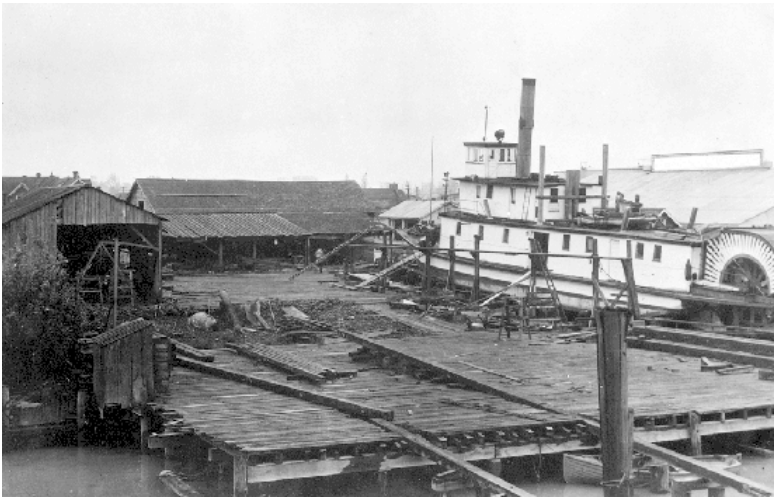
#### 5.0 Research Information

- 5.1 Source Research. n/a
- 5.2 References. n/a
- 5.3 Photographs. n/a

## 2. Star Shipyards, 61 Duncan Street



July 2009



Star Shipyards site, circa 1915 (BCA E-06842)

### 1.0 Identification

- 1.1 Historic Name of Building. Star Ship Yard
- 1.2 Current Name of Building. Fraser Shipyard & Industrial Centre Ltd
- 1.3 Street Address. 61 Duncan Street
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. Fraser Shipyard & Industrial Centre Ltd., 61 Duncan Street., New Westminster V3M 5G3

### 2.0 Historical Significance

- 2.1 Construction Date. c. 1940
- 2.2 Original Owner. Edward Mercer
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. Edward Mercer, originally from Newfoundland, leased this land in 1908 to operate a shipyard, and lived on site. Mercer competed with Samuel Dawes

-- a fellow Newfoundlander -- whose shipyard was on the adjacent (eastern) property, and who had arrived the same year. Dawe's shipyard, also known as Westminster Marine Railway Co., is listed in directories as early as 1912. By the mid-1910s both shipyards had constructed a number of buildings along the waterfront. In 1925 Mercer constructed new buildings, and continued to prosper, weathering the Depression. Sometime in the 1930s the Mercers acquired Dawe's shipyards. Arthur Mercer, son of Edward, ran Star Shipyards along with his brother Gordon until 1968, and also served on the NW School Board for 37 years. Mercer Street is named after them.

### 3.0 Architecture & Structure

3.1 Number of Stories. Two

3.2 Structural Material. Heavy timber columns and trusses

3.3 Cladding. Wood; board and batten

3.4 Fenestration. Wooden sash windows

3.5 Roof Type. Simple gable and bow truss

3.6 Interior Features. Exposed frame

3.7 Design Description. Large boatsheds feature open floor plans, exposed rafters and open facade on the riverfront. One open long sloping boat hoist of timber and steel construction, one covered. Smaller office structure in conjoined storage sheds with gabled roofs; also simple machine shop and winch houses.

3.8 Condition/Integrity. Series of later additions. Structure appears sound; fenestration and cladding in disrepair in places but overall in moderate (and functioning) condition.

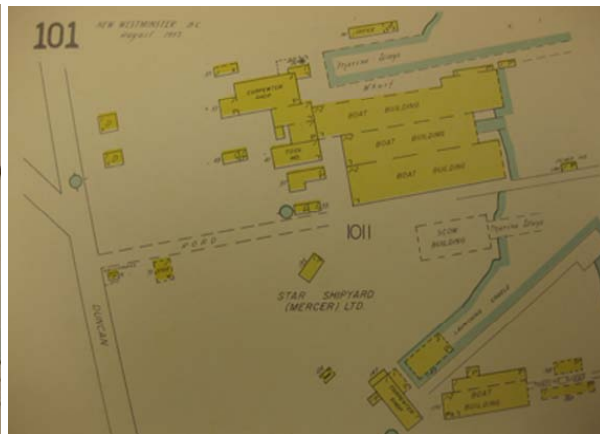
### 4.0 Context

4.1 Siting. Waterfront location; site extends north of Duncan Street and west of Furness St.

4.2 Context. Roughly one dozen wooden buildings of varying dimensions; industrial area but bordering recent residential project.



1913 (Goad's Atlas)



1957 (BC Underwriters' Assn.)

### 5.0 Research Information

5.1 Source Research. Goad's Fire Insurance maps from 1913 show a number of structures on both the Mercer and Dawes sites, including a dock, what is likely a boat shed, and a 200' water lot projecting into the river. A Photograph from 1915 titled "Westminster Marine Railway Co." shows a complex of operational structures along the water, including two docks, a large boat shed, and other smaller buildings, while a 1925 photograph titled "Star Shipyard" shows a series of docks and boat sheds lined up along the water. A 1918 directory lists "Star Ship Yard, E Mercer mgr, boat builders," while Westminster Marine Railway Co. can be found as early as 1912. A 1957 Fire Insurance Map shows Star Shipyard (Mercer) Ltd as having approximately twenty-five structures of varying dimensions, including

## Queensborough Industrial Heritage Inventory

four large boat buildings, a scow building, launching cradle, two carpenters shops, as well as smaller offices and tool shops.

### 5.2 References.

- The British Columbia & Yukon Directory. Vancouver, 1934-1948.
- Goad's Atlas of the City of New Westminster. Vancouver: Chas. E. Goad Co., 1913.
- Hainsworth, Gavin et al. *A New Westminster Album*. Toronto, 2005.
- Henderson's Directory. Vancouver, 1912-1924.
- Wrigley's Greater Vancouver & New Westminster Directory. Vancouver, 1918-1933.
- Insurance Plan of New Westminster. Vancouver: BC Underwriters' Association, 1957.
- Star Shipyards (Mercer's) Ltd. fonds, New Westminster Museum and Archives, 1927-1973.
- Pullem, Helen. *Queensborough*. New Westminster, 1975.

### 5.3 Photographs.

- Star Shipyard, 1924. BCA E-06840
- Star Shipyard, 194-. BCA E-06841
- Star Shipyard and SS Scowlitz, 191-. BCA E-06842
- Star Shipyard, c.1915. NWM 908
- Western Marine Railway Co., c.1915. NWM 100

### 3. 401 Salter Street



July 2009

#### 1.0 Identification

- 1.1 Historic Name of Building. Brittain Steel
- 1.2 Current Name of Building. Lockerbie & Hole
- 1.3 Street Address. 401 Salter Street
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. Lockerbie & Hole Contracting Ltd., 401 Salter St, New Westminster V3M 5Y1

#### 2.0 Historical Significance

- 2.1 Construction Date. 1963
- 2.2 Original Owner. Brittain Steel
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. Ray Brittain

#### 3.0 Architecture & Structure

- 3.1 Number of Stories. Two
- 3.2 Structural Material. Metal
- 3.3 Cladding. Painted corrugated metal
- 3.4 Fenestration. Modern multi-pane
- 3.5 Roof Type. Flat
- 3.6 Interior Features. Unknown
- 3.7 Design Description. Horizontal rectangular massing, large floorplate
- 3.8 Condition/Integrity. Appears to be in good condition

#### 4.0 Context

- 4.1 Siting. Near waterfront (south shore), rail and Derwent Way Bridge
- 4.2 Context. It is possible the building was constructed as part of the Canadian Pacific Airlines complex along with the adjacent structure at 400 Ewen, although at this stage it is difficult to discern. Aerial photographs reveal a potential relationship between the two, evidenced by their proximity, and similar massing and scale (401 Salter is on the left):



© Bing Maps, 2009

Despite the potential relationship, however, an archival image (see site 5 below) suggests that the building did not yet exist in 1948; the photo reveals the area to the immediate west of 400 Ewen to contain much smaller buildings.

## 5.0 Research Information

5.1 Source Research. n/a

5.2 References. n/a

5.3 Photographs. n/a

## 4. Derwent Way Bridge



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. Derwent Way Bridge
- 1.2 Current Name of Building. Derwent Way Bridge
- 1.3 Street Address. n/a
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. n/a

### 2.0 Historical Significance

- 2.1 Construction Date. 1954
- 2.2 Original Owner. n/a
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. unknown

### 3.0 Architecture & Structure

- 3.1 Number of Stories. n/a
- 3.2 Structural Material. Concrete, steel
- 3.3 Cladding. Concrete
- 3.4 Fenestration. n/a
- 3.5 Roof Type. n/a
- 3.6 Interior Features. n/a
- 3.7 Design Description. Low-level swing bridge with two auto lanes and separate rail track. Station house features small overhang roof and metal siding.
- 3.8 Condition/Integrity. Appears in good condition.

### 4.0 Context

- 4.1 Siting. Spans the lower arm of the Fraser River, connecting Annacis Island and Queensborough (Lulu Island).
- 4.2 Context. Industrial area

**5.0 Research Information**

5.1 Source Research. n/a

5.2 References. n/a

5.3 Photographs. n/a

## 5. Canadian Pacific Airlines Plant, 400 Ewen Ave



July 2009



1948 (NWPL 3093)

### I.0 Identification

- I.1 Historic Name of Building. Canadian Pacific Airlines Plant
- I.2 Current Name of Building. Lulu Island Distribution
- I.3 Street Address. 400 Ewen Avenue
- I.4 Legal Description. n/a
- I.5 Present owner and address. Lulu Island Distribution (possibly leasers) 400 Ewen Ave, New Westminster, V3N 5B1

## 2.0 Historical Significance

2.1 Construction Date. 1942

2.2 Original Owner. Boeing Aircraft

2.3 Architect. unknown

2.4 Associated People or Events of Historic Interest. Boeing Aircraft had been interested in constructing an airplane overhaul plant in Queensborough for some time, originally considering a site near the Heaps Plant, but finally choosing the site of the old "jail farm" sometime in the late 1930s. In any case, Canadian Pacific Airlines operated the site by at least 1943; in every directory up until that year, the 400 block of Ewen is listed as "gyro playgrounds." The 1943 directory however lists "ss C P A--NW 2600" (ss being the south side of Ewen). The photograph above, dated 1948 and showing the words "CPA Plant," shows the completed building (taken on account of the flood; the trucks are collecting sandbags). During the war, the CPA Plant is reputed to have employed between 450 and 600 people, many of them women due to wartime labour shortages. It is unclear thus far when CPA stopped using the site, though it was possibly immediately after the war.



Flood Prevention in Queensborough, 1948 (NWPL 3094)

## 3.0 Architecture & Structure

3.1 Number of Stories. Two

3.2 Structural Material. Heavy timber

3.3 Cladding. Wood siding (covered by more recent corrugated metal)

3.4 Fenestration. Wood frame, multi-pane

3.5 Roof Type. Flat; heavy timber trusses

3.6 Interior Features. unknown

3.7 Design Description. Horizontal rectangular massing with rhythmic dormer sections and large floor plate; also features smaller rooms and chimney. West façade features large sliding track wooden doors, approximately 20' high with multi-pane windows.

3.8 Condition/Integrity. Wooden doors are in extreme disrepair and much of the glass is missing. Generally the building appears to be in moderate condition.

## 4.0 Context

4.1 Siting. Near waterfront and Derwent Way Bridge.

4.2 Context. Industrial area.

## 5.0 Research Information

5.1 Source Research. Unfortunately the B.C. Underwriters' Fire Insurance plan of 1957 does not focus on this portion of Queensborough. Directories and archival photographs, however, reveal that the plant certainly existed by 1943. It is possible that archival material pertaining to the plant have arrived somewhere in the archives of Air Canada, the eventual owner of C.P.A.

5.2 References.

- The British Columbia & Yukon Directory. Vancouver, 1934-1948.
- Pullem, Helen. *Queensborough*. New Westminster, 1975.

5.3 Photographs.

- Flood prevention in Queensborough, 1948. NWPL 3093
- Flood prevention in Queensborough, 1948. NWPL 3094

## 6. 42 South Dyke Road\*



March 2010, provided by the City of New Westminster

### 1.0 Identification

- 1.1 Historic Name of Building. unknown
- 1.2 Current Name of Building. unknown
- 1.3 Street Address. \*42 South Dyke Road is an approximation; no address was listed
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. unknown

### 2.0 Historical Significance

- 2.1 Construction Date. c. 1902-1910
- 2.2 Original Owner. Peter Hanson
- 2.3 Architect. none
- 2.4 Associated People or Events of Historic Interest. unknown

### 3.0 Architecture & Structure

- 3.1 Number of Stories. One
- 3.2 Structural Material. Wood-frame
- 3.3 Cladding. Wood siding; board and batten roof
- 3.4 Fenestration. Modern vinyl windows
- 3.5 Roof Type. Gable
- 3.6 Interior Features. unknown
- 3.7 Design Description. Small square gable roofed shed supported by stilts and perching entirely over water. A ramp (now broken) connected it to land.
- 3.8 Condition/Integrity. In extreme disrepair; appears to be structurally unsound and in danger of imminent collapse.

#### **4.0 Context**

- 4.1 Siting. On the waterfront, on the south shore of Queensborough, just west of the Derwent Way Bridge.
- 4.2 Context. One of a string of marine-related buildings along South Dyke Road.

#### **5.0 Research Information**

- 5.1 Source Research. Unfortunately none of the available fire insurance plans document buildings in this area of Queensborough. The directories, while listing properties along "Dyke Trail" as early as the 1920s, do not provide addresses (the names are all listed under 'ss' or south side).
- 5.2 References. n/a
- 5.3 Photographs. n/a

## 7. 920 South Dyke Road



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. Possibly Queensborough Marine
- 1.2 Current Name of Building. n/a
- 1.3 Street Address. 920 South Dyke Road
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. unknown

### 2.0 Historical Significance

- 2.1 Construction Date. 1970
- 2.2 Original Owner. Possibly Queensborough Marine
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. unknown

### 3.0 Architecture & Structure

- 3.1 Number of Stories. one
- 3.2 Structural Material. Appears to be heavy timber
- 3.3 Cladding. Corrugated metal possibly over board & batten
- 3.4 Fenestration. Multi-paned; wood frame metal mullion
- 3.5 Roof Type. Simple gable
- 3.6 Interior Features. unknown
- 3.7 Design Description. Simple conjoined gabled sheds; several of wood frame construction, some newer.
- 3.8 Condition/Integrity. Appears in good condition

### 4.0 Context

- 4.1 Siting. Waterfront; southern shore of Queensborough.
- 4.2 Context. Part of a string of small marine-related structures along South Dyke Road.

### 5.0 Research Information

- 5.1 Source Research. Worker on site suggested some of the structures may have been barged to the site from elsewhere c. 1964. Unfortunately none of the available fire insurance plans document buildings

## Queensborough Industrial Heritage Inventory

in this area of Queensborough. The directories, while listing properties along "Dyke Trail" as early as the 1920s, do not provide addresses (the names are all listed under 'ss' or south side).

5.2 References. n/a

5.3 Photographs. n/a

## 8. 83 South Dyke Road



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. unknown
- 1.2 Current Name of Building. Queensboro Traps
- 1.3 Street Address. 83 South Dyke Road
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. Queensboro Traps Ltd. New Westminster BC V3M 5A1

### 2.0 Historical Significance

- 2.1 Construction Date. Possibly c. 1910-1930
- 2.2 Original Owner. unknown
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. unknown

### 3.0 Architecture & Structure

- 3.1 Number of Stories. Two
- 3.2 Structural Material. Wood-frame
- 3.3 Cladding. Corrugated Metal
- 3.4 Fenestration. Clerestory windows below upper gable
- 3.5 Roof Type. Gable
- 3.6 Interior Features. unknown
- 3.7 Design Description. Long two-storey double-gabled shed.
- 3.8 Condition/Integrity. Clerestory windows in disrepair; generally appears to be in good condition.

### 4.0 Context

- 4.1 Siting. Along the waterfront on the southern shore of Queensborough.
- 4.2 Context. Part of a string of small marine-related structures along South Dyke Road.

## 5.0 Research Information

5.1 Source Research. Unfortunately none of the available fire insurance plans document buildings in this area of Queensborough. The directories, while listing properties along "Dyke Trail" as early as the 1920s, do not provide addresses (the names are all listed under 'ss' or south side).

5.2 References. n/a

5.3 Photographs. n/a

## 9. 91-93 South Dyke Road



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. unknown
- 1.2 Current Name of Building. unknown
- 1.3 Street Address. 91-93 South Dyke Road
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. unknown

### 2.0 Historical Significance

- 2.1 Construction Date. c. 1955
- 2.2 Original Owner. unknown
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. unknown

### 3.0 Architecture & Structure

- 3.1 Number of Stories. Two
- 3.2 Structural Material. Wood-frame
- 3.3 Cladding. Board siding
- 3.4 Fenestration. n/a
- 3.5 Roof Type. Simple gable
- 3.6 Interior Features. unknown
- 3.7 Design Description. Two conjoined gabled sheds.
- 3.8 Condition/Integrity. Generally appears in good condition, notwithstanding weathering of materials.

### 4.0 Context

- 4.1 Siting. Along the waterfront on the southern shore of Queensborough.
- 4.2 Context. Part of a string of small marine-related structures along South Dyke Road.

## 5.0 Research Information

5.1 Source Research. Unfortunately none of the available fire insurance plans document buildings in this area of Queensborough. The directories, while listing properties along "Dyke Trail" as early as the 1920s, do not provide addresses (the names are all listed under 'ss' or south side).

5.2 References. n/a

5.3 Photographs. n/a

## 10. 101 Jardine Street



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. unknown
- 1.2 Current Name of Building. Sather Boat Works
- 1.3 Street Address. 101 Jardine Street
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. Sather Boat Works Ltd., New Westminster BC V3M 5M2

### 2.0 Historical Significance

- 2.1 Construction Date. 1930
- 2.2 Original Owner. unknown
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. This building is believed to have been owned by the family of local environmental activist and educator, Dr. David Suzuki. It is purported that the site was taken away from the Suzuki family in 1942 during the World War II Japanese interment.

### 3.0 Architecture & Structure

- 3.1 Number of Stories. Two
- 3.2 Structural Material. Heavy Timber
- 3.3 Cladding. Wood Siding, wooden shingles
- 3.4 Fenestration. Wood frame sash; wood frame multi-pane; clerestory
- 3.5 Roof Type. Gable with exposed rafter tails
- 3.6 Interior Features. unknown
- 3.7 Design Description. Long double-gabled shed with large floor plate.
- 3.8 Condition/Integrity. Much of the cladding and shingles are in disrepair, and parts of the clerestory windows have been boarded up.

### 4.0 Context

- 4.1 Siting. Along the waterfront on the southern shore of Queensborough.
- 4.2 Context. Part of a string of small marine-related structures along South Dyke Road (even though this has an address on Jardine).

## 5.0 Research Information

5.1 Source Research. Unfortunately none of the available fire insurance plans document buildings in this area of Queensborough. The directories, while listing properties along "Dyke Trail" as early as the 1920s, do not provide addresses (the names are all listed under 'ss' or south side).

5.2 References. n/a

5.3 Photographs. n/a

## II. 1120 South Dyke Road\*



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. unknown
- 1.2 Current Name of Building. unknown
- 1.3 Street Address. \*1120 South Dyke Road is an approximation; no address is listed
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. unknown

### 2.0 Historical Significance

- 2.1 Construction Date. 1946
- 2.2 Original Owner. unknown
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. unknown

### 3.0 Architecture & Structure

- 3.1 Number of Stories. Two
- 3.2 Structural Material. Wood-frame
- 3.3 Cladding. Wood siding
- 3.4 Fenestration. Wood frame multi-pane
- 3.5 Roof Type. Simple gable with corrugated metal cladding
- 3.6 Interior Features. unknown
- 3.7 Design Description. Simple shed with gabled roof.
- 3.8 Condition/Integrity. Appears to be in good condition.

### 4.0 Context

- 4.1 Siting. Along the waterfront on the southern shore of Queensborough.
- 4.2 Context. Part of a string of small marine-related structures along South Dyke Road.

## 5.0 Research Information

5.1 Source Research. Unfortunately none of the available fire insurance plans document buildings in this area of Queensborough. The directories, while listing properties along "Dyke Trail" as early as the 1920s, do not provide addresses (the names are all listed under 'ss' or south side).

5.2 References. n/a

5.3 Photographs. n/a

## 12. 1122 South Dyke Road\*



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. unknown
- 1.2 Current Name of Building. unknown
- 1.3 Street Address. \*1122 South Dyke Road is an approximation; no address is listed
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. unknown

### 2.0 Historical Significance

- 2.1 Construction Date. unknown
- 2.2 Original Owner. unknown
- 2.3 Architect. unknown
- 2.4 Associated People or Events of Historic Interest. unknown

### 3.0 Architecture & Structure

- 3.1 Number of Stories. One
- 3.2 Structural Material. Wood-frame
- 3.3 Cladding. Wood shingles; elsewhere corrugated metal
- 3.4 Fenestration. Wood-frame
- 3.5 Roof Type. Simple gable
- 3.6 Interior Features. unknown
- 3.7 Design Description. Two small buildings with simple gabled roofs and small windows which relate to each perpendicularly.
- 3.8 Condition/Integrity. One of the buildings has a badly bowed roof; generally they appear to be in a deteriorated condition.

### 4.0 Context

- 4.1 Siting. Along the waterfront on the southern shore of Queensborough; the site is grown over with vegetation.

4.2 Context. Part of a string of small marine-related structures along South Dyke Road.

## 5.0 Research Information

5.1 Source Research. Unfortunately none of the available fire insurance plans document buildings in this area of Queensborough. The directories, while listing properties along "Dyke Trail" as early as the 1920s, do not provide addresses (the names are all listed under 'ss' or south side).

5.2 References. n/a

5.3 Photographs. n/a

## 13. Railroad Right of Way (ROW)



July 2009

### 1.0 Identification

- 1.1 Historic Name of Building. n/a
- 1.2 Current Name of Building. n/a
- 1.3 Street Address. n/a
- 1.4 Legal Description. n/a
- 1.5 Present owner and address. Southern Railway of British Columbia

### 2.0 Historical Significance

- 2.1 Construction Date. c.1890-1900
- 2.2 Original Owner. Possibly CPR?
- 2.3 Architect. n/a
- 2.4 Associated People or Events of Historic Interest. Rail spurs are worth noting since they determine patterns of land uses and the eventual built form of an area, particularly an industrial one.

### 3.0 Architecture & Structure

- 3.1 Number of Stories. n/a
- 3.2 Structural Material. Iron & Wood
- 3.3 Cladding. n/a
- 3.4 Fenestration. n/a
- 3.5 Roof Type. n/a
- 3.6 Interior Features. n/a
- 3.7 Design Description. n/a
- 3.8 Condition/Integrity. Good

### 4.0 Context

- 4.1 Siting. n/a
- 4.2 Context. n/a

**5.0 Research Information**

5.1 Source Research. n/a

5.2 References. n/a

5.3 Photographs. n/a

## V. Appendix

- 27. Queensborough Dykes** In 1889 the City of New Westminster purchased the area of Queensborough from the Province. The sale conditions included dykes to protect the land, and construction of a bridge to the rest of the city. In 1892, City Council let contracts for the dyking of 600 acres of swampland on Lulu Island.



- 29. Lulu Island Railway Bridge.** In 1909 a timber trestle was constructed to carry automobiles to Lulu Island as part of the agreement for the incorporation of Queensborough to the City of New Westminster. It was rebuilt in 1911 as a railway bridge for the B.C. Electric Railway.

