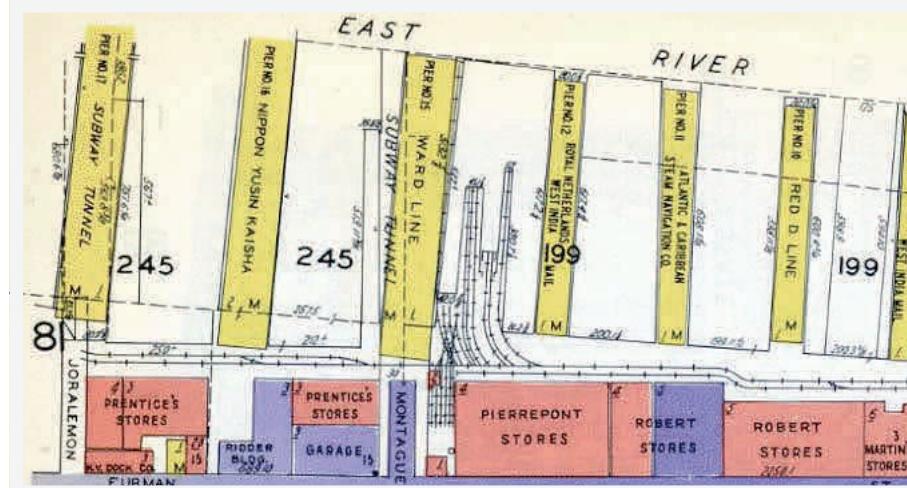


Industrial History Along The Brooklyn Waterfront

Prior to as it exists today, with the near completion of the extensive Brooklyn Waterfront Park, The piers along Furman Street, were built up with warehouses and shipping ports once home to a bustling freight industry; With a permanent physical link between Manhattan and Brooklyn the completion of the Brooklyn bridge in 1883 placed a halt on extensive ferry service out of the Fulton Landing area. The vitality of this area was dependent on the ferry industry and therefore would require repurposing.

At the turn of the century The New York Dock Company, successor to the Old Brooklyn Wharf and Warehouse Company took control of the majority of waterfront properties ranging from Brooklyn Heights to Red Hook. It was there intention to establish a massive shipping empire along the Brooklyn Waterfront. They managed to do this exceptionally well, at one point proudly holding the accolade of largest private freight terminal in the world. However as quickly as it prospered, the industry just as quickly declined.



Map displaying the names of businesses and freight shipping lines that operated on the piers along Furman St. in 1929.



Lithograph produced by the New York Dock Co. depicting the busy Brooklyn waterfront in 1911.



Rows of warehouses lining Furman St. prior to the completion of the Brooklyn Queens Expressway.



A view north, depicting the freight loading railway and warehouses along Furman St. ca. 1943.



Industrial History Along The Brooklyn Waterfront

During the first half of the 20th Century, Industry thrived along the Brooklyn Waterfront. The New York Dock Co. operated three main freight terminals, Atlantic, Baltic, and Fulton where goods would be delivered via carfloats across New York harbor from New Jersey. However, in the 1950's, shipping in the area underwent a steady decline as older ports became increasingly obsolete with the introduction of new technologies in container shipping by competing east coast cities. By the late 1970's, Piers 1-6 were primarily serving as warehouses and generating only modest levels of revenue for the Port Authority. In 1983, the Port Authority ceased cargo ship operations on Piers 1-6.



One Brooklyn Bridge Park, A recent photo (left) is depicted as it exists today - a luxury condominium complex. To the right its shown functioning with its original purpose as a warehouse for the New York Dock Company.



Image of the Fulton Terminal, ca. 1969

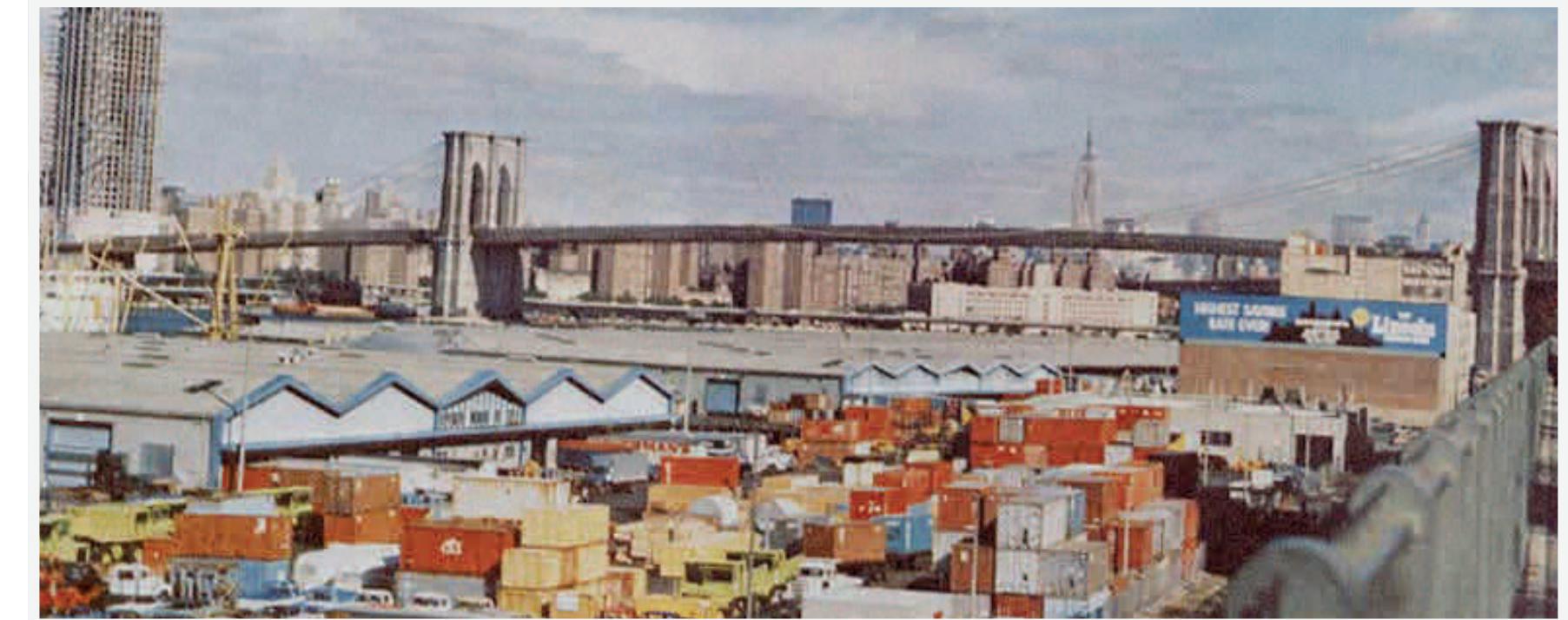
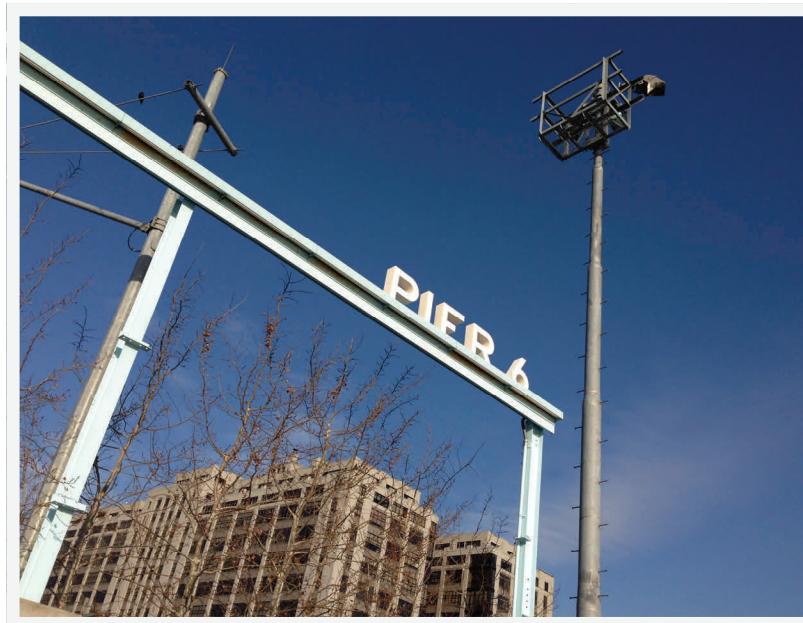


Photo depicts the conditions along the Brooklyn water front in its recent past, ca. 1975.

Industrial History Along The Brooklyn Waterfront

Preservation of historical materials and signage along the Brooklyn Waterfront

With the newly established Brooklyn Waterfront Park now occupying the historical grounds of a once tumultuous freight industry, the view from the precious Brooklyn Heights promenade just got a bit more beautiful. However not all is forgotten of its maritime past, remnants of the last century can be seen in the design and layout of the park itself and in the materials thoughtfully salvaged and intelligently incorporated along the landscape. The result is an interesting juxtaposition between the raw utilitarian conditions of the industrial past and the beautification thereof by means of lush vegetation and pleasantly designed open space.



Re-use of steel shed frames and signage across piers 1 through 6.



Signage atop the New York Dock Co. building



Wood salvaged from the group of warehouses previously known as The National Cold Storage Company and Martins Stores, on Furman Street was used to construct park benches, cladding for new park structures, site furnishings, and wooden decking .



The structural framing of the old warehouse sheds on pier 2 were kept intact to be refitted with a translucent roof acting as a sun and rain shelter.