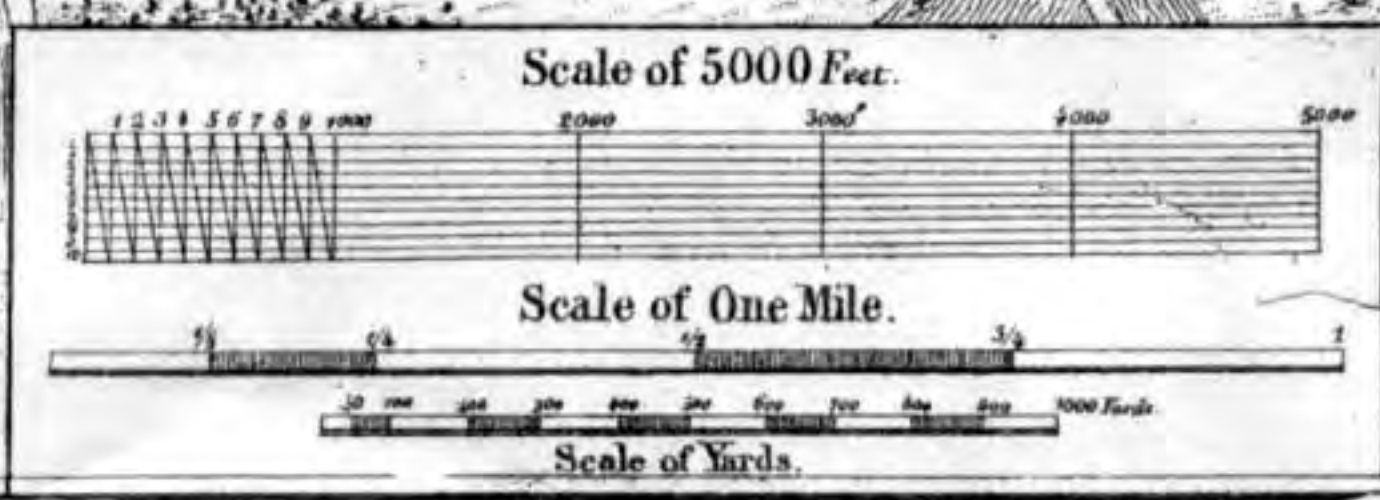
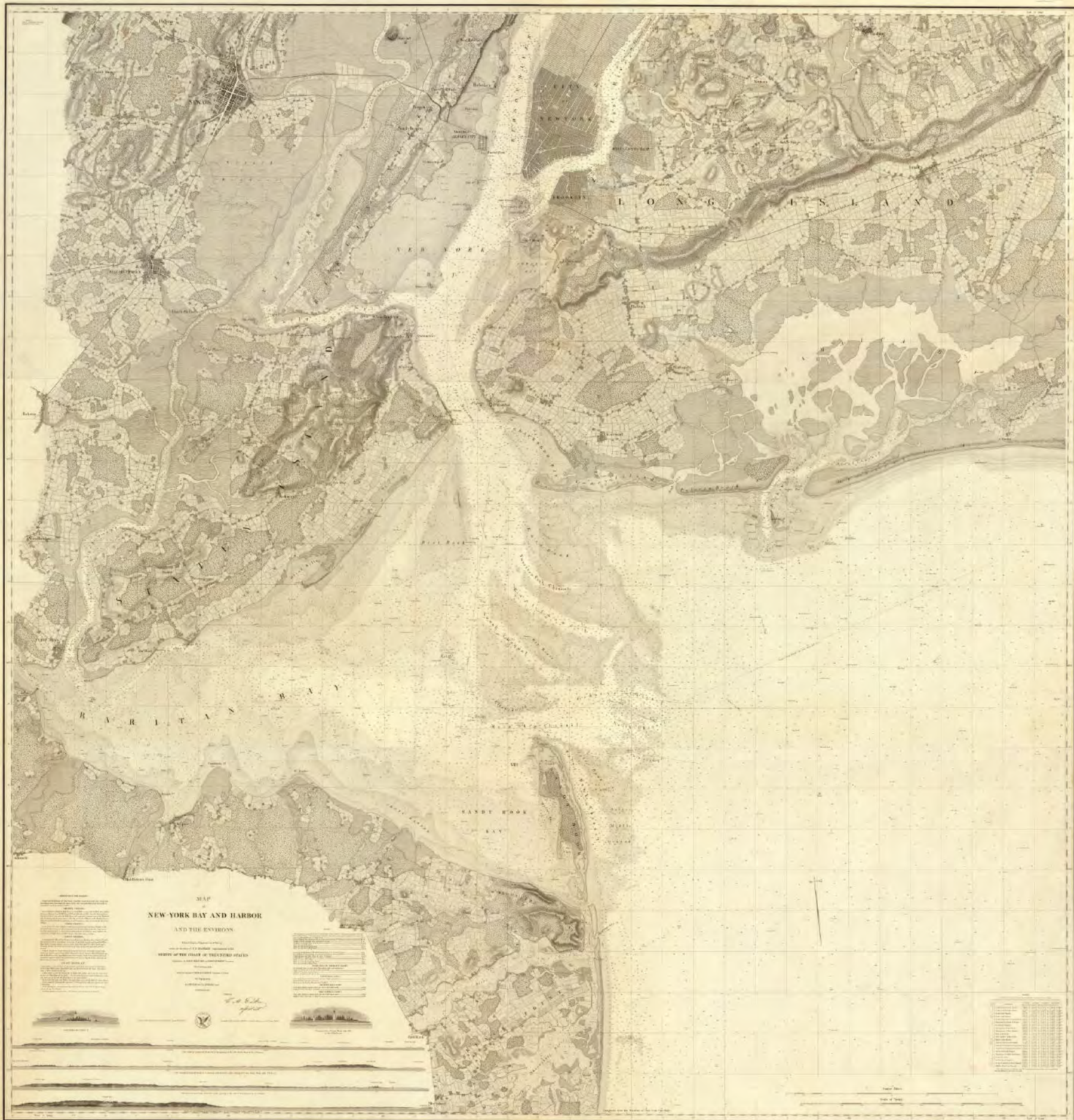


RLIM
912.
747
PLAN
(1966)







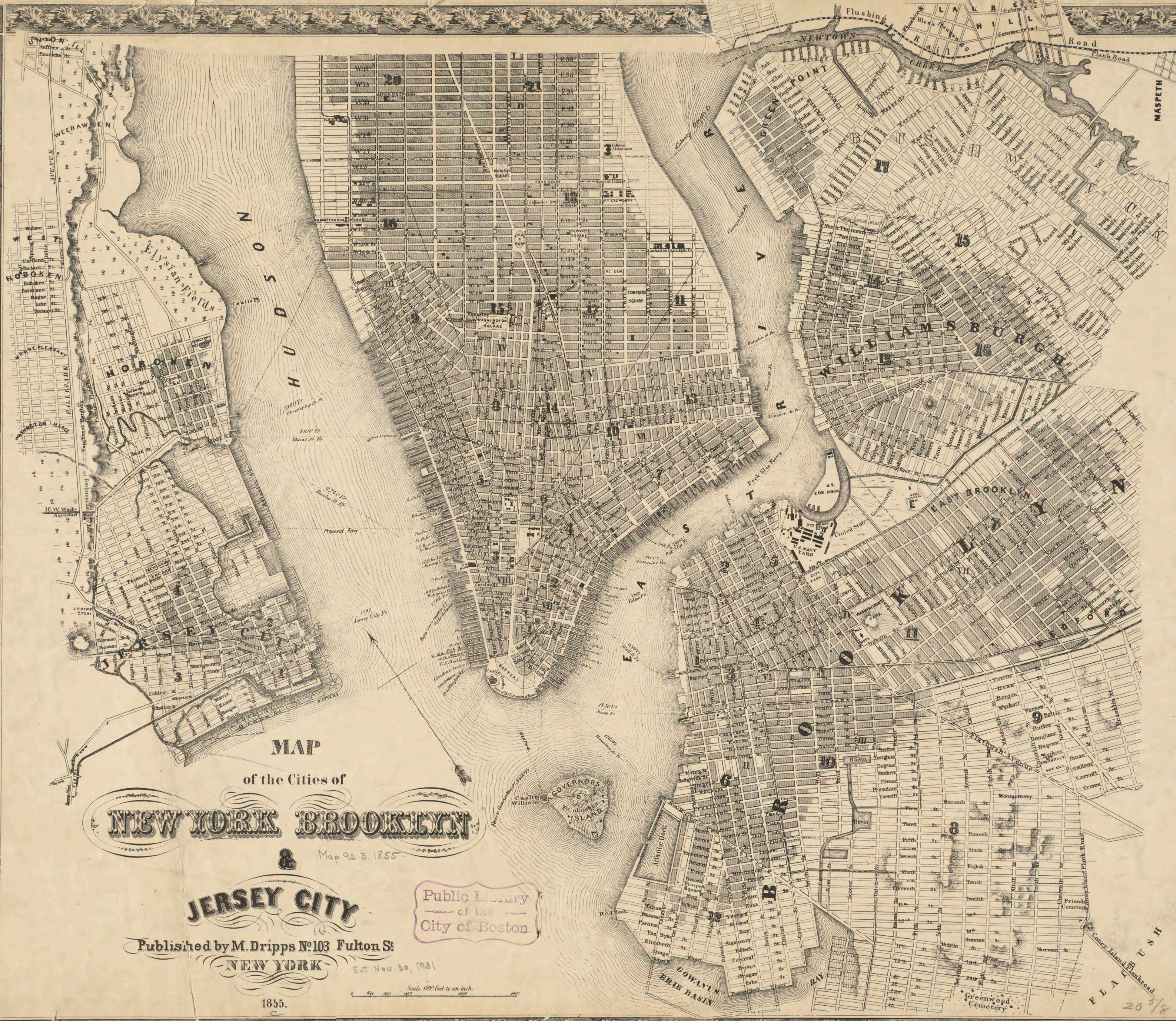


MAP
OF THE CITY OF
BROOKLYN,

AS AUTHORIZED BY ACT OF THE LEGISLATURE OF THE
STATE OF NEW YORK,
IN THE YEAR 1822.
THE EIGHTH LITHO AND NEW YORK OF THE EIGHTH LITHO, 1822.
(WILLIAMSBURGH.)
NEW YORK:



210
1855
No
43



MAP
of the Cities of
NEW YORK BROOKLYN

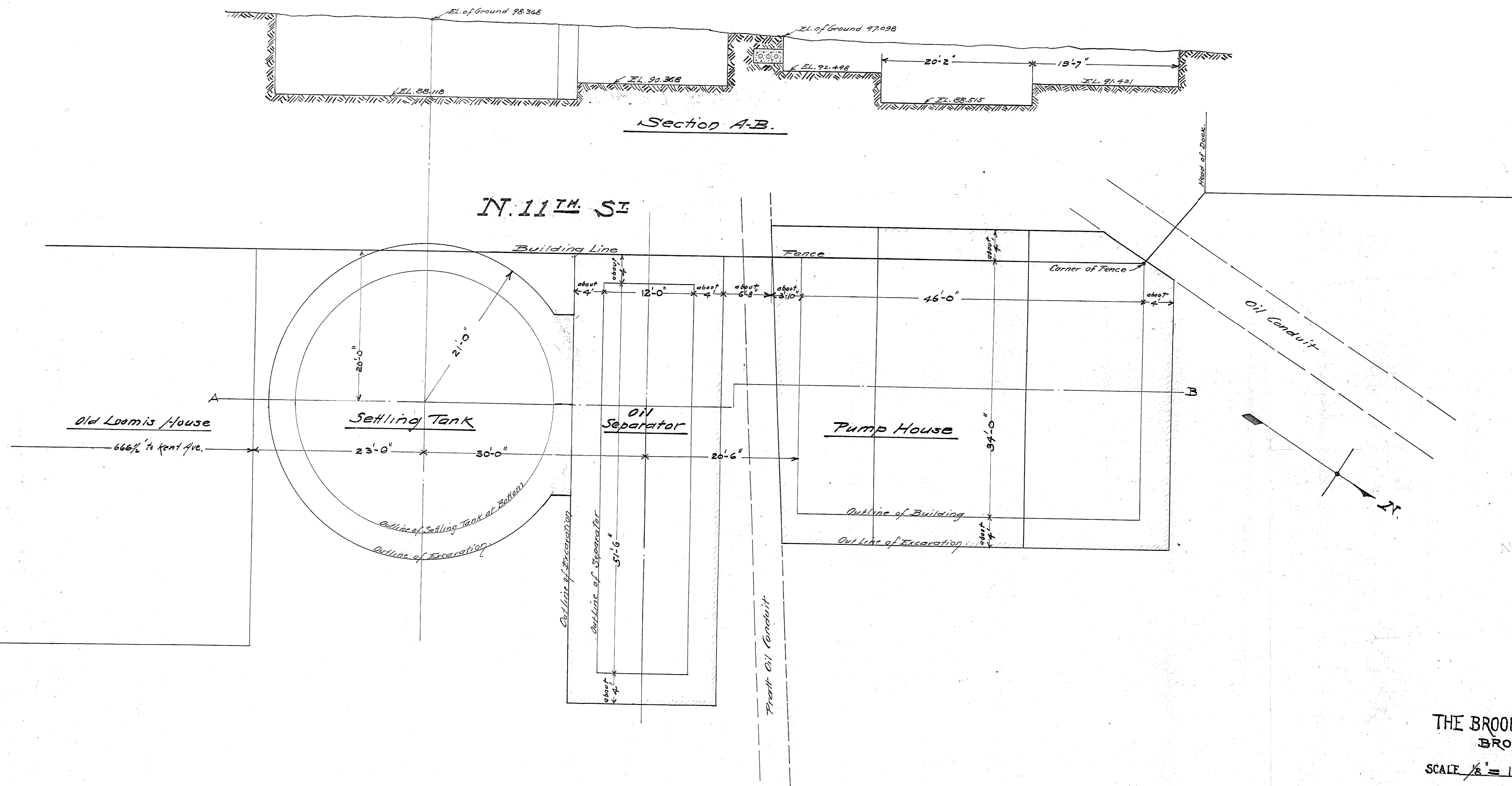
JERSEY CITY

Published by M. Dripps No. 103 Fulton St.
NEW YORK

Public Library
of the
City of Boston.

1855.

Scale 1800 feet to an inch.



Machine Shop.

EXCAVATION PLAN

PUMP HOUSE, ^{FOR} SETTLING TANK AND OIL SEPARATOR
WILLIAMSBURG WORKS, EXT. NO 2

THE BROOKLYN UNION GAS CO.
BROOKLYN, N. Y.

SCALE $\frac{1}{8}'' = 1' - 0''$ DATE Nov. 9/08

Drawn by W. M. W. Checked by W. J. Jack.

APPROVED

approved [Signature]

Chief Engineer

Not carried out

1G122

1. G-122

THE BROOKLYN UNION GAS CO.
BROOKLYN, N.Y.

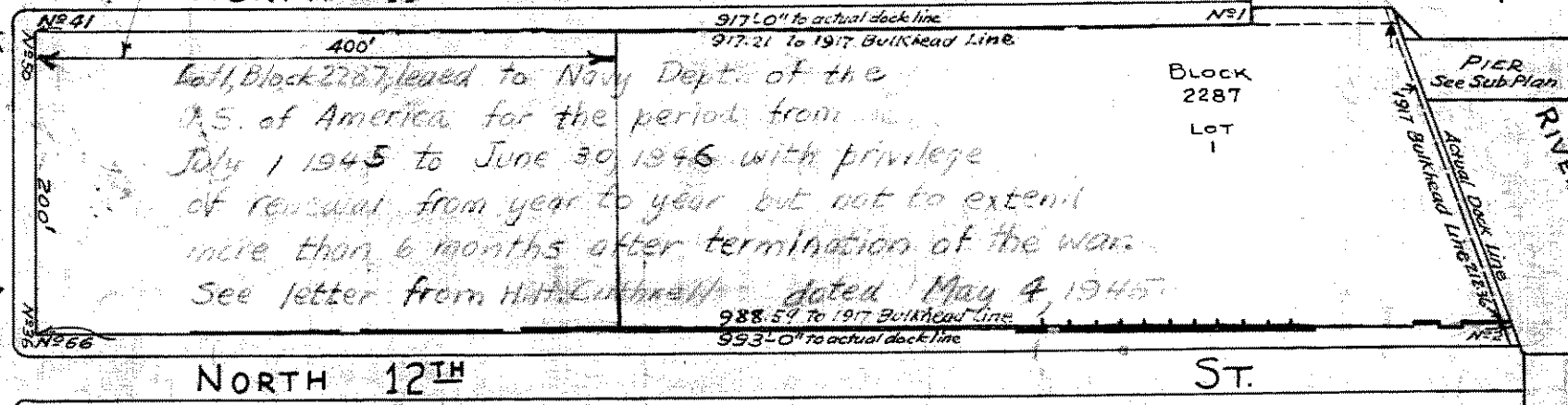
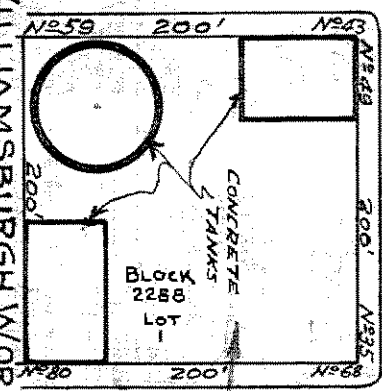
WILLIAMSBURGH WORKS
SMALL PROPERTY PLAN

SCALE 1 in. = 120 ft.	DATE June 23, 1909 Oct. 5, 1939, retraced
Drawn by F. H. Sewall	Approved <i>[Signature]</i>
Traced by F. H. Sewall	
Checked by W. M. Weffer	Construction Engineer

CORRECTED TO AUG. 5, 1943. WILLIAMSBURGH WORKS 1G122 SCALE 1"=120 FT.

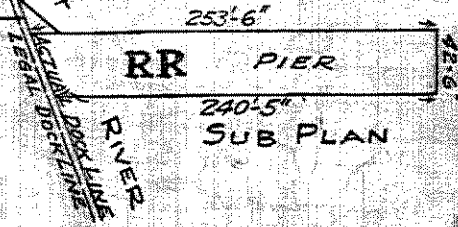
Lot 1, Block 2282, leased to Navy Dept., U.S.A. for the period from June 1, 1945 to June 30, 1946 with privilege of renewal for year to year but not to extend more than 6 months after termination of present war. U.S. reserves right to cancel on 30 days notice. See letter from A. J. Voorhees, Asst. Sec., dated Dec. 22, 1943. Above lease cancelled June 30, 1946.

BROOKLYN EASTERN DISTRICT TERMINAL
SOLD TO ~~HARRIS~~ Kent Industrial Corp. 1946 (formerly Harris Ind. Corp.)



Lot 1, Block 2287, leased to Navy Dept. of the U.S. of America for the period from July 1, 1945 to June 30, 1946 with privilege of renewal from year to year but not to extend more than 6 months after termination of the war. See letter from H. H. Cuthrell dated May 4, 1945.

No. 3 Yard 200' x 200' was under contract of sale dated May 21, 1946 to Arkell Safety Bag Co. provided they could obtain railroad connection to the property. Title was to be passed Nov. 29, 1946. See letter Mr. Loomis Mar. 29, 1946 & Mr. Genz May 27, 1946. The Arkell Co. was unable to obtain a r.r. siding and the contract of sale was cancelled. See letter Mr. Genz to Mr. Peterson dated Sept. 19, 1946. (North 11th St.)

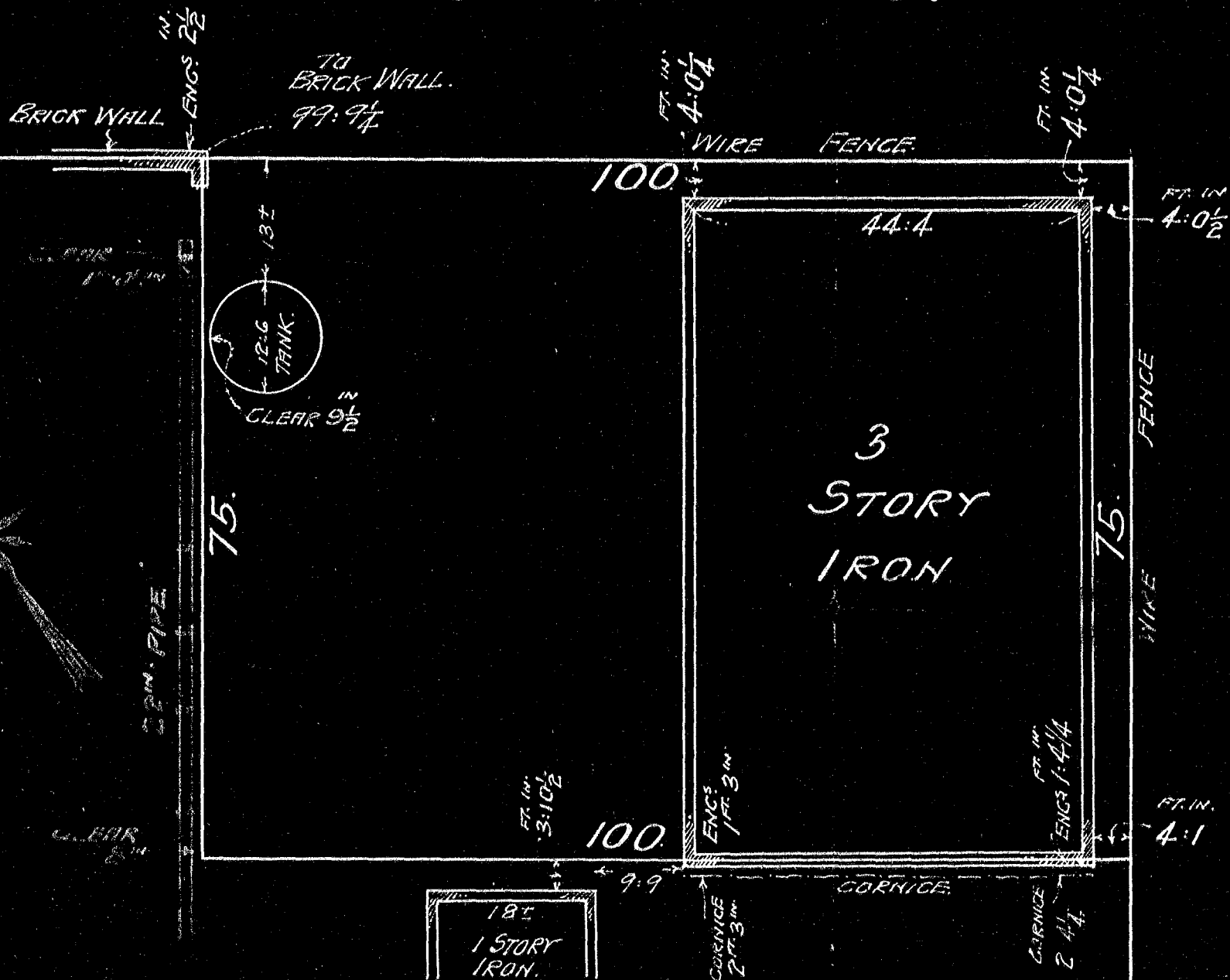


STANDARD OIL COMPANY

WARD 14
SECT. 8
VOL. 5

1G122

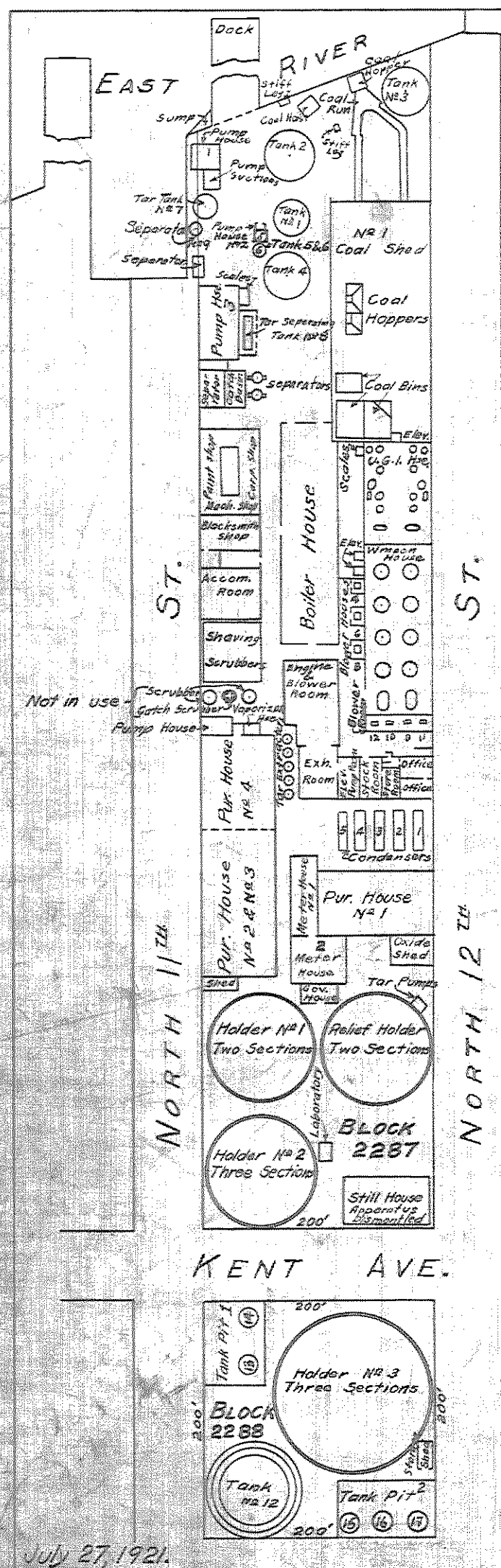
NORTH 12TH ST.



LOTS. 75-76-77.
BLOCK. - 2287
SECTION. - 8.

This survey is made for
CHEMICAL EQUIPMENT
CORPORATION.
SEPT. 10TH. 1920.

WIMSEBURN BRIDGE PLAZA
215-217 WAREMEYER BLVD
BROOKLYN
ESTABLISHED 1900



		Inside Dimen.	Height
Accom. Room	Brick	50'x41'-8"	24'-2"
Boiler House	"	46'x19'-5 1/2"	23'-0"
Blacksmith Shop	"	50'x27'	33'-0"
Blower House No. 4	Galv. Iron	14'-11 1/2"x9'-1 1/2"	15'-0"
" " " 6&8	" " & Wood	16'-2"x9'-1 1/2"	16'-0"
Coal Hoist	"	15'x15'	15'-0"
" Hopper	Wood	14'-6"x12'-6"	16'-0"
" Runway	"		
" Shed	Brick	83'-10"x19'-8"	24'-0"
Engine & Blower Room	"	45'-8"x68'-11"	20'-0"
Exhauster	"	31'-5"x44'-9"	36'-6"
Generator House	" & Galv. Iron	56'-10"x244'-8"	52'-0"
Governor	"	16'-6"x27'-4"	17'-4"
Laboratory	Galv. Iron	20'x14'	12'-0"
Meter House No. 1	Brick	65'-8 1/2"x44'-6"	19'-2"
" " " 2	"	38'-0"x44'-6"	19'-2"
Oil Room	"	18'-0"x14'-10"	33'-0"
Oxide Shed	"	36'-2"x23'-3"	22'-6"
Pump House No. 1	Galv. Iron on Wood	25'-6"x22'-0"	11'-0"
" " " 2	Brick	10'x10'	20'-3"
" " " 3	Concrete	34'-6"x63'-2"	20'-0"
" " " 4	Galv. Iron	25'-0"x14'-4"	30'-5"
Purifying House No. 1	Brick	53'-5"x99'-2"	37'-4"
" " " 2&3	"	61'-6"x119'-0"	26'-8"
" " " 4	"	78'-0"x61'-6"	30'-5"
Shops (Paint, Mach, Carp.)	"	50'x70'-10"	33'-0"
Shaving Storage	"	32'x14'-10"	33'-0"
Still House	Galv. Iron & Steel	70'x42'	44'-8"
Storage Shed	Wood	273'x14'-2"	7'-4"
Tar Pump House	Brick	15'-8"x6'-3"	7'-4"
Tank Pit No. 1	Concrete	45'x48'	
" " " 2	"	50'x60'	
Gas Oil Tank No. 1		30'-0"	30'-0"
" " " 2		44'-0"	30'-0"
" " " 3		40'-0"	30'-0"
Tar		40'-0"	24'-6"
" " " 4		10'-6"	10'-0"
" " " 5		10'-6"	10'-0"
" " " 6		22'-0"	8'-0"
" " " 7		8'-0"	30'-6"
" Separating		6'-0"	6'-0"
Separator		54'-0"	40'-0"
Gas Oil Storage Tank No. 12		16'-0"	15'-0"
Gas Oil Tank No. 13		16'-0"	15'-0"
" " " 14		16'-0"	15'-0"
" " " 15		16'-0"	15'-0"
" " " 16		16'-0"	15'-0"
" " " 17		16'-0"	15'-0"

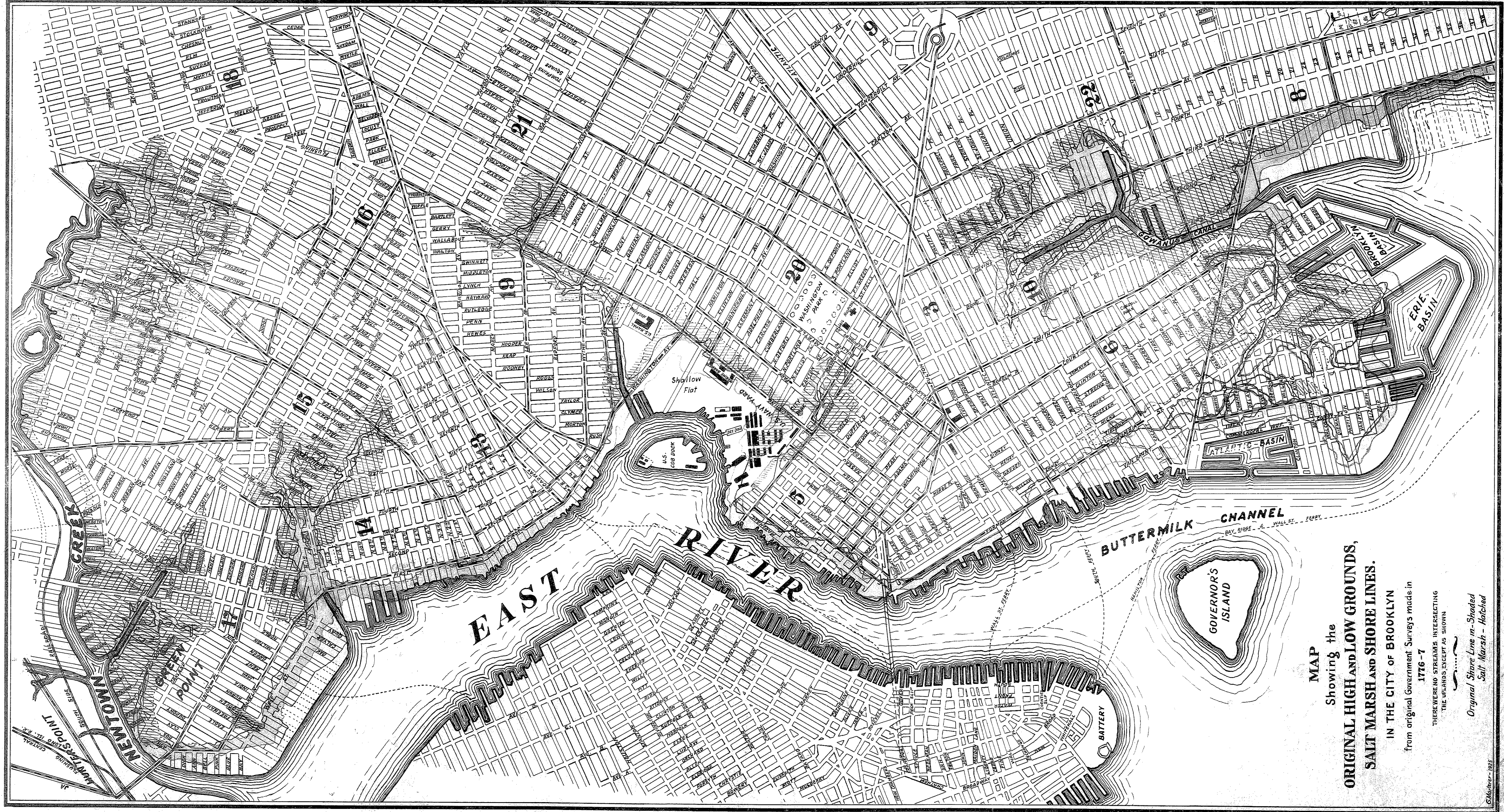
2-G-130

THE BROOKLYN UNION GAS CO.
WILLIAMSBURGH WORKS

SCALE 1"=120 FT.

JULY 27, 1921.

2-G-130



MAP
Showing the
ORIGINAL HIGH AND LOW GROUND,
SALT MARSH AND SHORE LINES,
IN THE CITY OF BROOKLYN

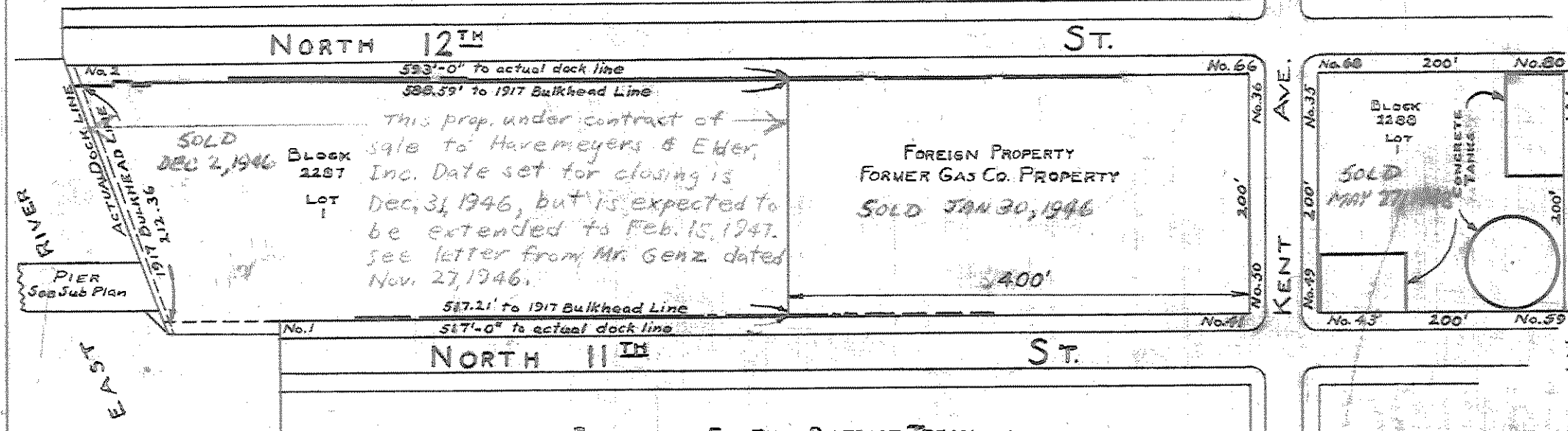
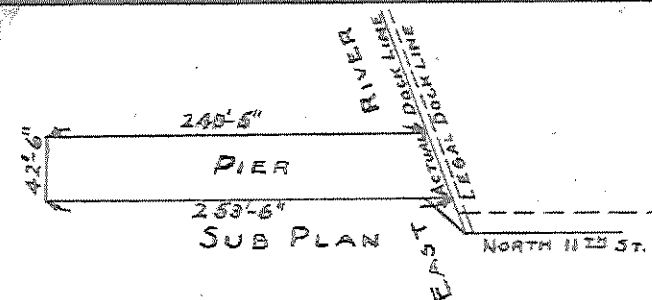
from original Government Surveys made in
1776-7

THERE WERE NO STREAMS INTERSECTING
THE UPLANDS EXCEPT AS SHOWN

Original Shore Line in Shaded
Salt Marsh - Hatched

WARD
SECT.
Vol.

STANDARD OIL COMPANY



SCALE 1"=120 FT.
1G122
CORRECTED TO

SOLD AS NOTED

THE BROOKLYN UNION GAS CO.
BROOKLYN, N.Y.

WILLIAMSBURGH WORKS
SMALL PROPERTY PLAN

SCALE: 1 in. = 120 ft.	DATE: Retraced July 16, 1946
Drawn by F.H. Sewall	Approved
Traced by P.H. Albers	
Checked by	Construction Engineer

Flow chart of batch operations at Pratt Oil Refinery ca. 1871, producing kerosene from petroleum

from F. Williamson and A. R. Daum, The American Petroleum Industry, Evanston, Northwestern University Press, 1959

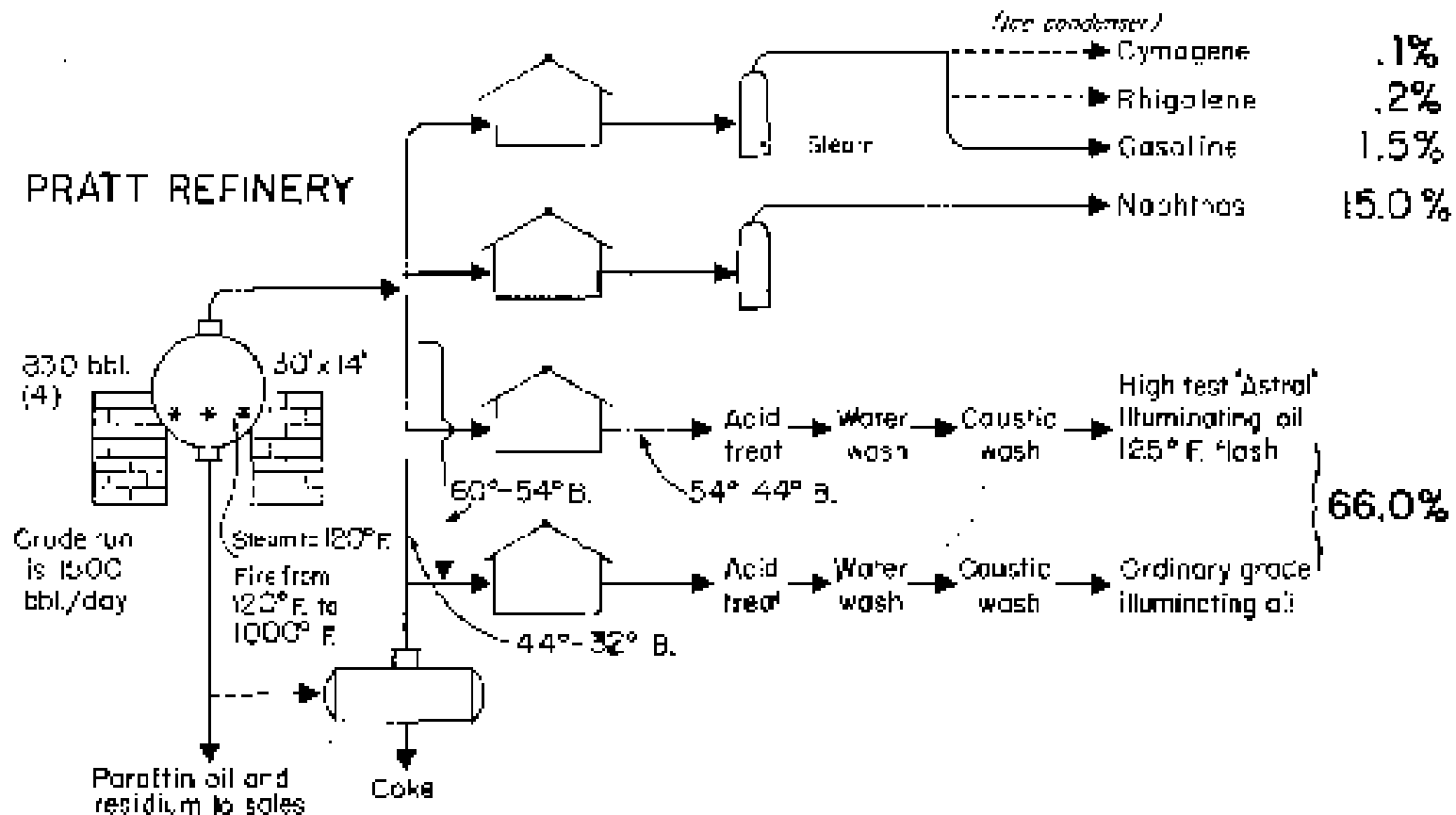


FIGURE 11-10. Flow chart of batch operation.



The EDR Aerial Photo Decade Package

**Williamsburg MGP
Kent Ave
Williamsburg, NY 11211**

Inquiry Number: 2119865.4

January 16, 2008

The Standard in Environmental Risk Information

**440 Wheelers Farms Road
Milford, Connecticut 06461**

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

EDR Aerial Photo Decade Package

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Date EDR Searched Historical Sources:

Aerial Photography January 16, 2008

Target Property:

Kent Ave

Williamsburg, NY 11211

<u><i>Year</i></u>	<u><i>Scale</i></u>	<u><i>Details</i></u>	<u><i>Source</i></u>
1954	Aerial Photograph. Scale: 1"=750'	Panel #: 2440073-F8/Flight Date: February 23, 1954	EDR
1966	Aerial Photograph. Scale: 1"=750'	Panel #: 2440073-F8/Flight Date: February 23, 1966	EDR
1966	Aerial Photograph. Scale: 1"=750'	Panel #: 2440073-F8/Flight Date: February 23, 1966	EDR
1975	Aerial Photograph. Scale: 1"=750'	Panel #: 2440073-F8/Flight Date: April 01, 1975	EDR
1984	Aerial Photograph. Scale: 1"=750'	Panel #: 2440073-F8/Flight Date: April 27, 1984	EDR
1994	Aerial Photograph. Scale: 1"=750'	Panel #: 2440073-F8/Flight Date: April 04, 1994	EDR



INQUIRY #: 2119865.4

YEAR: 1954

| = 750'





INQUIRY #: 2119865.4

YEAR: 1966

| = 750'



INQUIRY #: 2119865.4

YEAR: 1966

| = 750'





INQUIRY #: 2119865.4

YEAR: 1975

| = 750'





INQUIRY #: 2119865.4

YEAR: 1984

| = 750'





INQUIRY #: 2119865.4

YEAR: 1994

| = 750'



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<u>1970-Inserts</u>	<u>2</u>	<u>.25</u>	<u>.50</u>

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Page 46; schedule 482. - The number of lifts as called for in column (e), is as follows:

<u>HOLDERS</u>		
<u>LOCATION</u>	<u>AVAILABLE DECEMBER 31, 1915</u>	<u>NUMBER OF LIFTS</u>
Third Ave. & Degraw St.	1	3
Degraw, Nevins & Third Ave.	1	2
" " " " "	1	2
Fifth & Smith Streets	1	2
" " " " "	1	2
12th St. & Gowanus Canal	1	2
" " " " "	1	3
" " " " "	1	5
Plymouth & Gold Streets	1	2
" " " " "	1	2
" " " " "	1	2
Front & Bridge Streets	1	2
" " " " "	1	3
Keap Street & Kent Avenue	1	2
#39 Skillman Street	1	2
Rutledge St. & Kent Ave.	1	2
#5 Skillman Street	1	3
" " " " "	1	3
Kent Ave. & No. 12th St.	1	3
" " " " "	1	3
Wythe Ave. & No. 12th St.	1	5
Berry & North 12th Streets	1	5
Scholes & Bogart Streets	1	3
Williams & Belmont Avenues	1	4
Beaver & Church Sts., Jamaica	1	3
Ashford St. & Atlantic Ave.	1	1
" " " " "	1	3
	<u>27</u>	

<u>RELIEF HOLDERS</u>		
<u>LOCATION</u>	<u>AVAILABLE DECEMBER 31, 1915</u>	<u>NUMBER OF LIFTS</u>
Fifth & Smith Streets	1	2
Degraw, Nevins & Third Ave.	1	2
Kent Avenue & Cross Street	1	2
" " " " "	1	2
Kent Ave. & No. 12th Street	1	2
" " " " "	1	2
Maspeth & Porter Avenues	1	3
12th Street & Gowanus Canal	1	2
" " " " "	1	2
	<u>9</u>	

CORRECTION AUTHORIZED IN
RESPONDENT'S LETTER OF
June 26, 1916.

REPORT NO.
December 31

(a) LOCATION.	NUMBER OF HOLDERS.				(f) Capac. in H. cu. ft.	DESCRIPTION.			
	(b) In Use Dec. 31 1914	(c) Installed in 1915	(d) Removed in 1915	(e) Avail- able Dec. 31 1915		(g) Open or Covered.	(h) Brick or Steel.	(i) Builder & Type	(j) Year Built.
Fifth & Smith Streets	1			1	246	Open	Brick	Bartlett, Hayward & Co.	1889
Dograw, Nevins & Third Ave.	1			1	100	"	Steel	Thos. W. Rowland	1882
Kent Avenue & Cross Street	1			1	107	"	"	Bartlett, Hayward & Co.	1891
" " " " "	1			1	255	"	"	" " " "	1902
Kent Avenue & No. 12th Street	1			1	315	"	Brick	Jesse Stary & Co.	1863
" " " " "	1			1	306	"	"	Camden Iron Works	1868
Hespeth & Porter Avenues	1			1	430	"	"	Laurel Iron Works	1893
12th Street & Cowanus Canal	1			1	105	"	Steel	Bartlett, Hayward & Co.	1903
" " " " "	1			1	320	"	Brick	Hoey, Kennedy & Co.	1872
TOTAL	9			9	2,164				

There were no Relief Holders installed or retired during the year.

None of the foregoing apparatus was incapacitated for service at the close of the year.

[Signature]
2/19/16.

H O L D E R S.

December 31, 1915.

(a) LOCATION.	NUMBER OF HOLDERS				(f) Capac. in M. cu. ft.	DESCRIPTION.			
	(b) In Use Dec. 31 1914	(c) Installed in 1915	(d) Removed In 1915	(e) Avail- able Dec. 31 1915		(g) Open or Covered.	(h) Brick or Steel.	(i) Builder & Type	(j) Year Built.
Third Ave. & Degraw St.	1			1	985	Open	Brick	Bartlett, Hayward & Co.	1887
Degraw, Nevins & Third Ave.	1			1	252	"	"	Continental Iron Works	1878
" " " " "	1			1	284	"	"	" " "	1878
Fifth & Smith Streets	1			1	493	"	"	Bartlett, Hayward & Co.	1889
" " " " "	1			1	245	"	"	" " "	1889
12th St. & Gowanus Canal	1			1	370	"	"	R. D. Wood & Co.	1888
" " " " "	1			1	575	"	Steel	" " " "	1891
" " " " "	1			1	5,000	"	"	Bartlett, Hayward & Co.	1904
Plymouth & Gold Streets	1			1	296	"	Brick	Jesse Starr & Co.	1851
" " " " "	1			1	299	"	"	" " " "	1851
" " " " "	1			1	301	"	"	" " " "	1851
Front & Bridge Streets	1			1	580	"	"	Continental Iron Works	1867
" " " " "	1			1	1,146	"	"	Logan Iron Works	1890
Keap Street & Kent Ave.	1			1	370	Covered	"	Continental Iron Works	1872
#39 Skillman Street	1			1	304	"	"	Jesse Starr & Co.	1875
Rutledge Street & Kent Ave.	1			1	1,056	Open	"	Bartlett, Hayward & Co.	1886
#5 Skillman Street	1			1	553	"	"	- - - - -	- -
" " " " "	1			1	539	"	Steel	Bartlett, Hayward & Co.	1891
Kent Ave. & No. 12th Street	1			1	460	"	Brick	Continental Iron Works	1884
" " " " "	1			1	1,100	"	"	Logan Iron Works	1888
Wythe Ave. & North 12th St.	1			1	5,000	"	Steel	Bartlett, Hayward & Co.	1903
Berry & North 12th Streets	1			1	5,000	"	"	" " " "	1908
Scholes & Bogart Streets	1			1	1,499	"	"	" " " "	1892
Williams & Belmont Avenues	1			1	3,250	"	"	" " " "	1903
Beaver & Church Sts., Jamaica	1			1	500	"	"	" " " "	1898
Ashford St. & Atlantic Ave.	1			1	100	"	Brick	Continental Iron Works	- -
" " " " "	1			1	500	"	Steel	Logan Iron Works	1892
T O T A L S	27			27	31,057				

There were no holders installed or retired during the year.

None of the foregoing apparatus was incapacitated for service at the close of the year.

411-1736
1/24/16.

B/AM

GAS HOLDERS

December 31, 1920.

(a) LOCATION	(b) Number	(c) Capacity (M. cu. ft.)	(d) Year Built	(e) Builder and Type	(f) Tank brick, steel or concrete	(g) No. of lifts	(h) Founda- tion	(i) Incapaci- tated, etc.
Third Ave. & Degraw Street	1	985	1887	Bartlett, Hayward & Co.	Brick	3	Concrete	
Degraw, Nevins & Third Ave.	1	252	1878	Continental Iron Works	"	2	"	
" " " " "	1	284	1878	" " " "	"	2	"	
Fifth & Smith Streets	1	493	1889	Bartlett, Hayward & Co.	"	2	"	
" " " " "	1	245	1889	" " " "	"	2	"	
12th St. & Gowanus Canal	1	370	1888	R. D. Wood & Company	"	2	"	
" " " " "	1	575	1891	" " " " "	Steel	3	"	
" " " " "	1	5,000	1904	Bartlett, Hayward & Co.	"	5	"	
Plymouth & Gold Streets	1	296	1851	Jesse Starr & Co.	Brick	2	"	
" " " " "	1	299	1851	" " " "	"	2	"	
" " " " "	1	301	1851	" " " "	"	2	"	
Front & Bridge Streets	1	580	1867	Continental Iron Works	"	2	"	
" " " " "	1	1,146	1890	Logan Iron Works	"	2	"	
Keap Street & Kent Avenue	1	370	1872	Continental Iron Works	"	2	"	
#39 Skillman Street	1	304	1875	Jesse Starr & Co.	"	2	"	
Rutledge Street & Kent Ave.	1	1,056	1886	Bartlett, Hayward & Co.	"	2	"	
#5 Skillman Street	1	553	----	-----	"	3	"	
" " " " "	1	539	1891	Bartlett, Hayward & Co.	Steel	3	"	
Kent Ave. & No. 12th Street	1	460	1884	Continental Iron Works	Brick	3	"	
" " " " "	1	1,100	1888	Logan Iron Works	"	3	"	
Wythe Av. & No. 12th Street	1	5,000	1903	Bartlett, Hayward & Co.	Steel	5	"	
Berry & North 12th Streets	1	5,000	1908	" " " "	"	5	"	
Scholes & Bogart Streets	1	1,499	1892	" " " "	"	3	"	
Williams & Belmont Avenues	1	3,250	1903	" " " "	"	4	"	
Beaver & Church Sts., Jamaica	1	500	1898	" " " "	"	3	"	
Ashford St. & Atlantic Ave.	1	100	----	Continental Iron Works	Brick	1	"	
" " " " "	1	500	1892	Logan Iron Works	Steel	3	"	
T O T A L	27	31,057						None

There were no holders installed or retired during the year.

GAS HOLDERS
(RELIEF)
December 31, 1920.

(a) LOCATION	(b) Number	(c) Capacity (M. cu. ft.)	(d) Year Built	(e) Builder and Type	(f) Tank brick, steel or concrete	(g) No. of lifts	(h) Founda- tion	(i) Incapaci- tated, etc.
Fifth & Smith Streets	1	246	1889	Bartlett, Hayward & Co.	Brick	2	Concrete	
Degraw, Nevins & Third Av.	1	100	1882	Thos. F. Rowland	Steel	2	"	
Kent Ave. & Cross Street	1	107	1891	Bartlett, Hayward & Co.	"	2	"	
" " " " "	1	255	1902	" " " "	"	2	"	
Kent Ave. & North 12th St.	1	315	1863	Jesse Starr & Co.	Brick	2	"	
" " " " " "	1	306	1868	Camden Iron Works	"	2	"	
Maspeth & Porter Avenues	1	430	1893	Laurel Iron Works	"	3	"	
12th St. & Gowanus Canal	1	105	1903	Bartlett, Hayward & Co.	Steel	2	"	
" " " " "	1	320	1872	Hoey, Kennedy & Co.	Brick	2	"	
T O T A L	9	2,184						None

There were no relief holders installed or retired during the year.

[Signature]
2-24-21.

15/15/20

OIL PLANT EXPLODES; TWENTY MEN BURNED

Part of the Pratt Works of Standard Oil Company Destroyed in Williamsburg.

WATERFRONT IS SHAKEN

Workmen Rush from the Building with Their Clothing Ablaze—Hard Work to Save Big Tanks.

The water front of Williamsburg was shaken by a violent explosion at 9 o'clock yesterday morning, followed by half a dozen others, from the Pratt plant of the Standard Oil Company, which occupies a water front block between North Twelfth and North Thirteenth Streets. Before the fire which followed had been put out twenty employees of the company, working in the canning and filling department, had been removed from the building badly burned, and two hours of desperate fire fighting had been put in to prevent the spread of the flames, which threatened not only the rest of the plant but the crowded factory section which surrounds it.

While it is known that a score of men were hurt, some of them were removed to nearby homes, and the police were unable to get their names. In all cases the injuries sustained were the same, a bad burning about the head, shoulders, arms and hands, and upper body. Here is a list of those who were known to have been injured:

CALDWELL, ROBERT, 61 Heyward Street.
DANIELS, CHARLES, 186 North Tenth Street.
DAVIS, WILLIAM, 597 Manhattan Avenue.
MAYNOR, THOMAS, 301 Bedford Street.
O'CONNOR, DANIEL, 15 North Tenth Street.
PETERS, CONRAD, 1,068 Myrtle Avenue.
PITTL, R., 1,068 Myrtle Avenue.
RASCHE, JACOB, 208 Wyckoff Avenue.
WENTZ, GEORGE, 110 North Eighth Street.

The canning and filling department, where the fire occurred, is the most dangerous building in the plant. Only a year ago it was burned to the ground. The present structure is a brick building about 200 feet long, situated for greater safety on the water front, where it is most removed from the rest of the plant. The work that is done there is the filling and soldering of cans of oil for shipment. The oil comes into the shed through pipes and is put in cans, most of them of five gallons capacity, which are then soldered down. It is supposed that the fire was caused by a hot soldering iron dropping into a can of oil.

Seventy-five Men Trapped.

The explosion which alarmed the neighborhood came at a time when there were seventy-five men at work in the canning building. Almost immediately a burst of flame shattered the windows on the water front side. The men at once realized that the always dreaded and always expected fire was again on them.

Scarcely had the half-dazed crowd of men begun to fight their way out of the burning building, most of them with their oil-soaked clothes afire, when the hands in the other parts of the plant dropped their tasks and came to the rescue. In a jiffy the emergency hoses were coupled to the plugs and streams of water were poured on the men, most of whom were almost blinded by the flames and dizzy from the fumes of combustion. Those who did not have presence of mind enough to roll on the salt-soaked ground to put out the flames which enveloped them were seized and wrapped in coats or had their burning clothing torn from them.

When the city fire fighters arrived, Battalion Chief Houck turned in a second alarm, and when Chief Lally appeared he made it a third. In answer to this came Deputy Fire Commissioner O'Reilly and Police Inspector Hochen, with Deputy Police Commissioner Reynolds. While the men from the Fire Department attacked the flames from all sides, the fireboats David A. Bondy, Seth Low, and New Yorker worked from the river.

Ambulances from the Williamsburg and the Eastern District Hospitals arrived, and the surgeons improvised a ward in a building across the street and treated the injured men as fast as they were brought to them. Five of the most seriously injured were rushed to the hospital. Some of the men were taken to nearby drug stores to have their burns dressed, and others were taken home by friends.

By this time the canning building was a huge cauldron, out of which a solid body of flame roared upward. The mass of black smoke and soot which accompanies the burning of oil poured out onto the river, and added to the gloom of the overcast morning. The firemen resorted to the usual tactics in fight an oil fire.

A Hard Blaze to Fight.

As it was not only useless but dangerous to pour a stream on it, as this would only scatter the oil and spread the blaze, the firemen confined their efforts to keeping the fire to the building where it started. If it spread to the six immense tanks of refined oil near by or to the storing sheds, where thousands of gallons of naphtha and gasoline were kept, explosions were threatened which might have wiped out not only the entire plant, but all the fire fighters as well.

While the blaze itself was left to burn freely constant streams of water from every available source were kept playing on the oil tanks and the rest of the buildings. Several tank steamers and barges were anchored in the creek which runs along the north side of the plant. These were all ordered out onto the river for safety, and the fireboats proceeded up the creek, where some of the buildings which they were trying to save could be reached to greater advantage.

Across the narrow street to the south of the Standard Oil plant are the Williamsburg works of the Brooklyn Union Gas Company. One wall of the canning department abuts on this street, and the gas company had its men out ready for instant work if any of the sparks carried across.

After an hour and a half of unceasing vigilance in preventing the flames from spreading, they had burned themselves out sufficiently to allow of a direct attack being made on the canning building itself, and the water was turned into it. This made short work of the blaze, and a squad of firemen was rushed in at the first possible moment to see whether any of the employees had been unable to make their escape. No one was found. The building was completely burned out, only the brick walls and a few charred edges of roof beams remaining. The flames had also made a slight impression on the 400-foot pier which projects out into the East River. The damage was estimated at \$40,000.

A few hours after the fire had been put out, the remainder of the plant was again in active working condition, the men seeming to think nothing about the experience they had gone through. The general feeling was summed up by one veteran when he said:

"There's no danger working in an oil plant if you're fire-proof; I've been baked twice and I'm here yet."

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Copyright: 1905



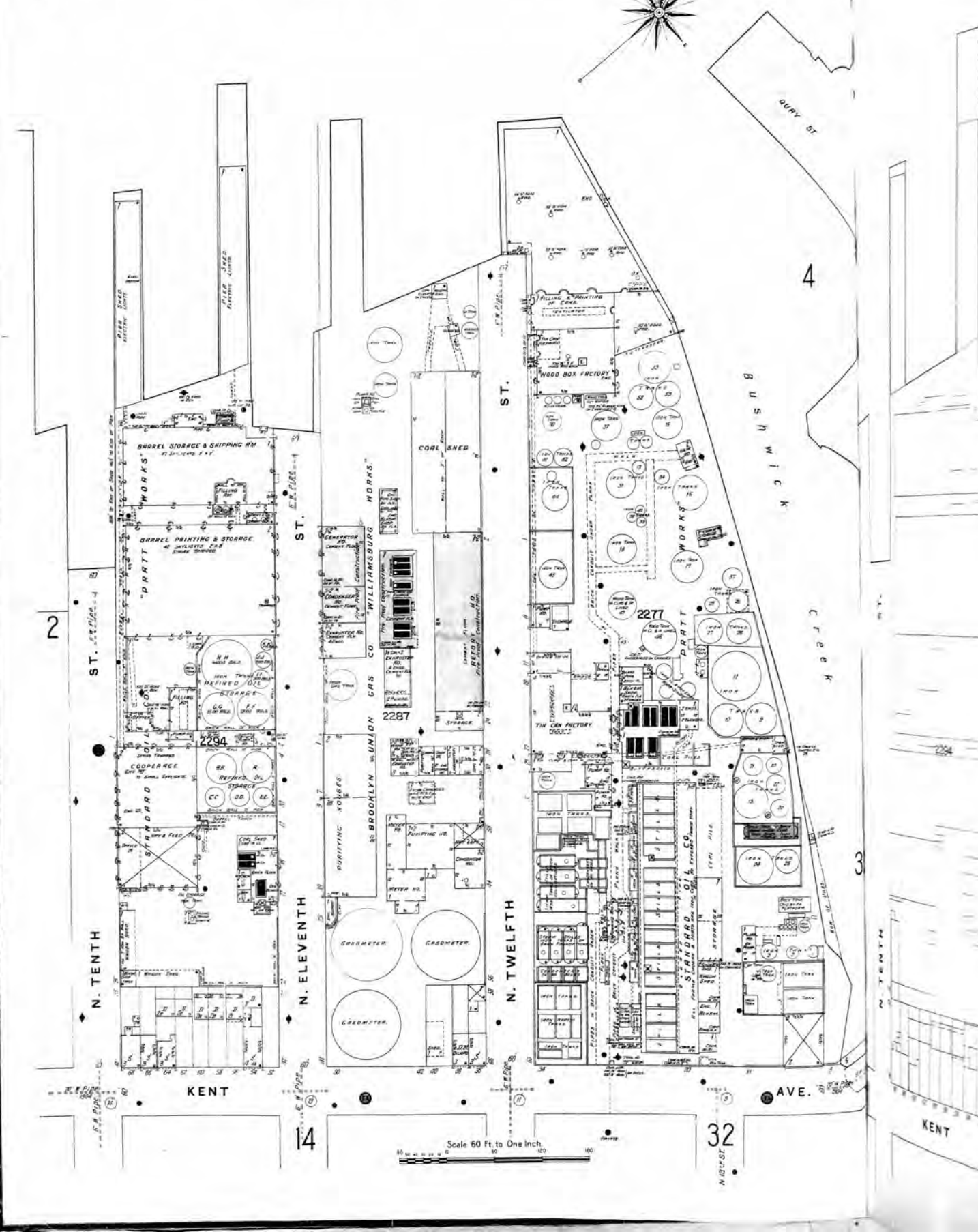
East River



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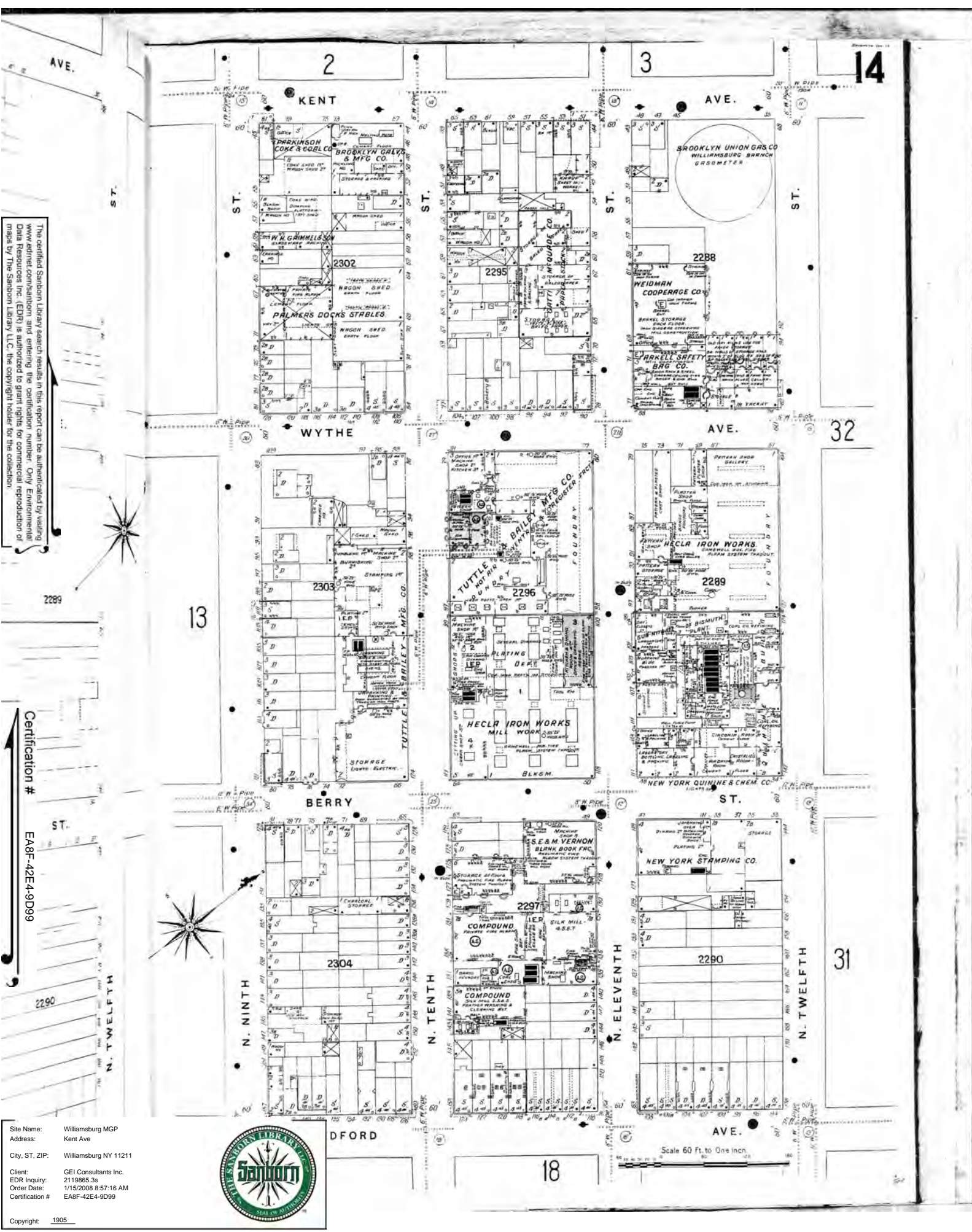
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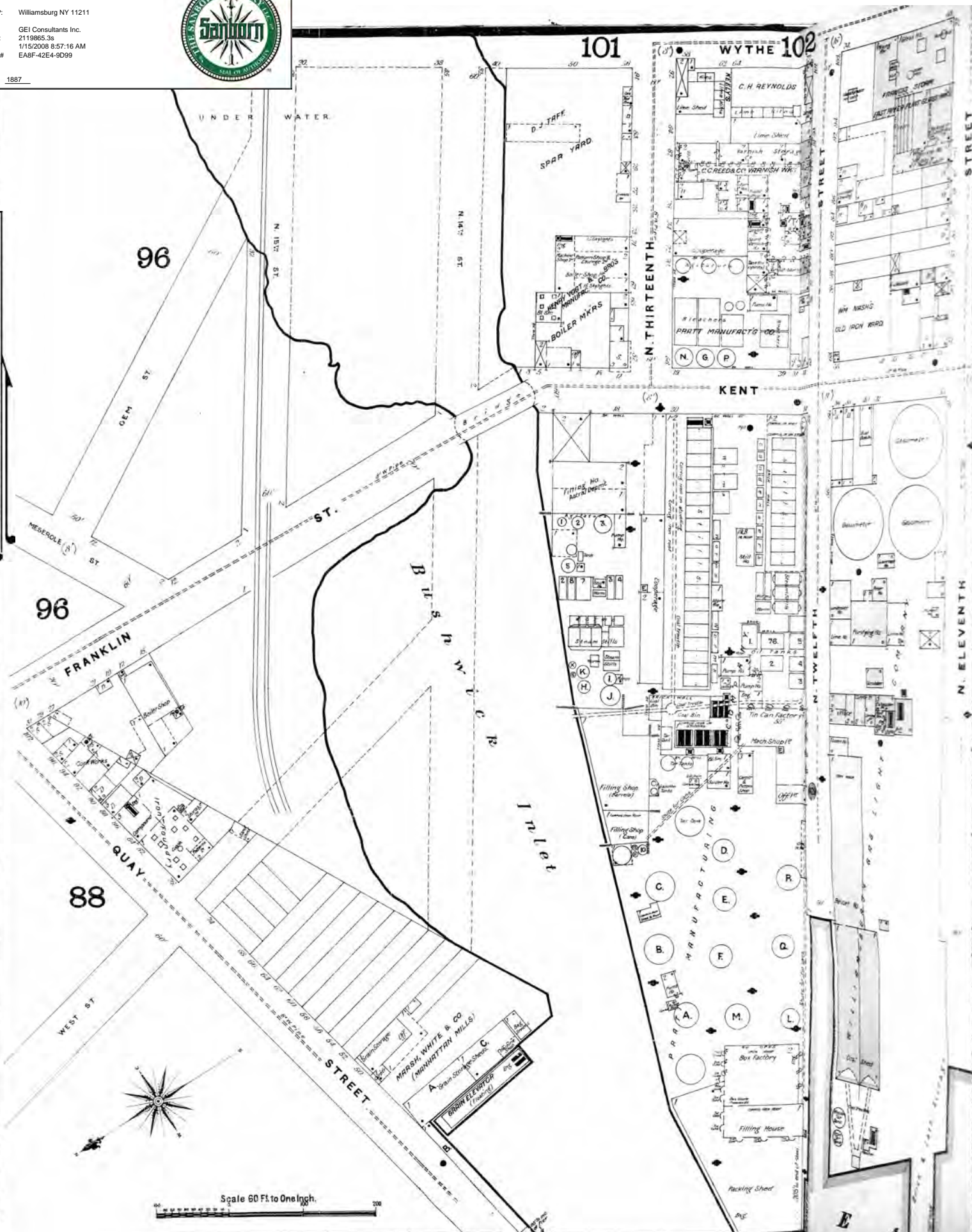
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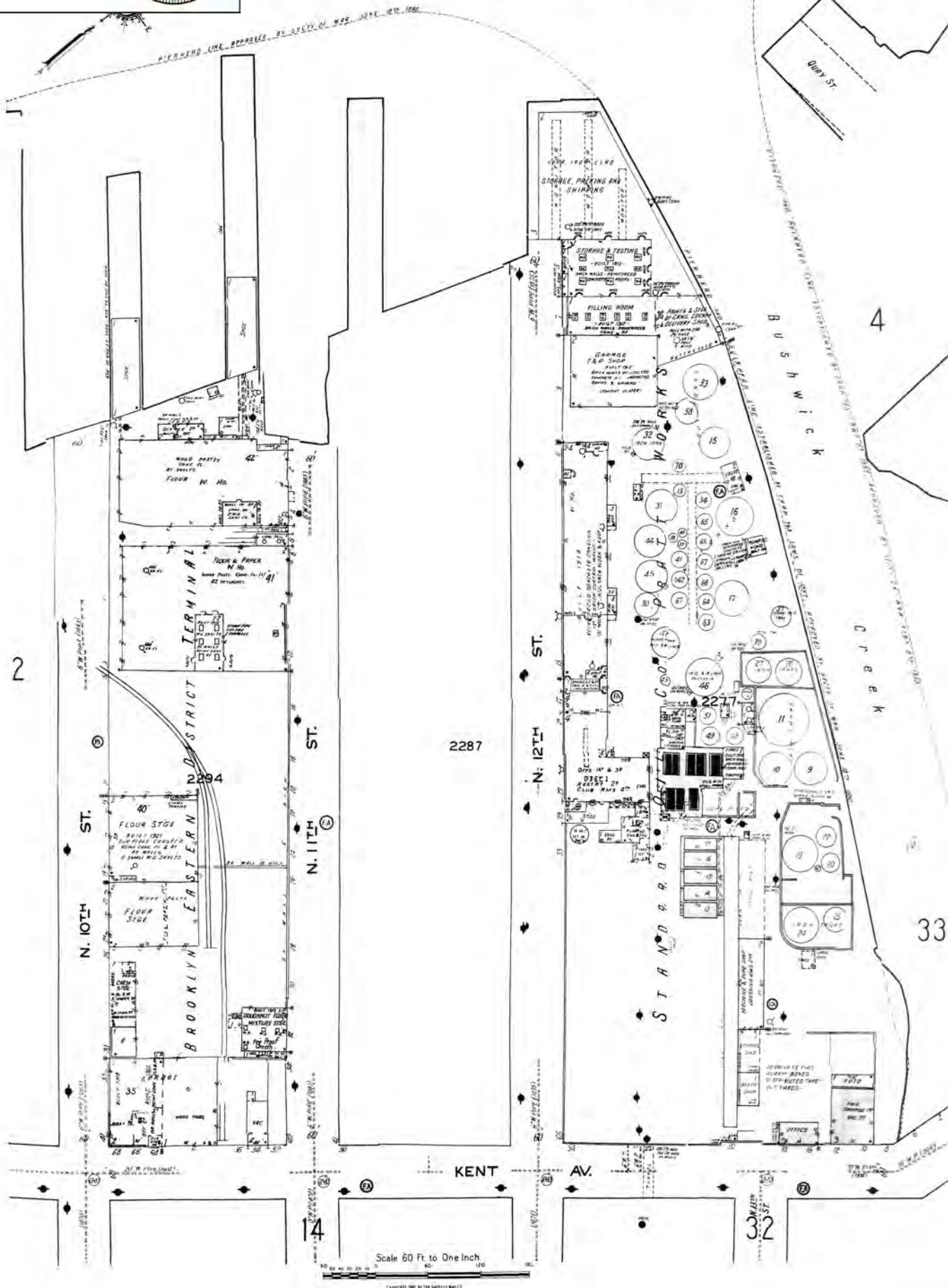


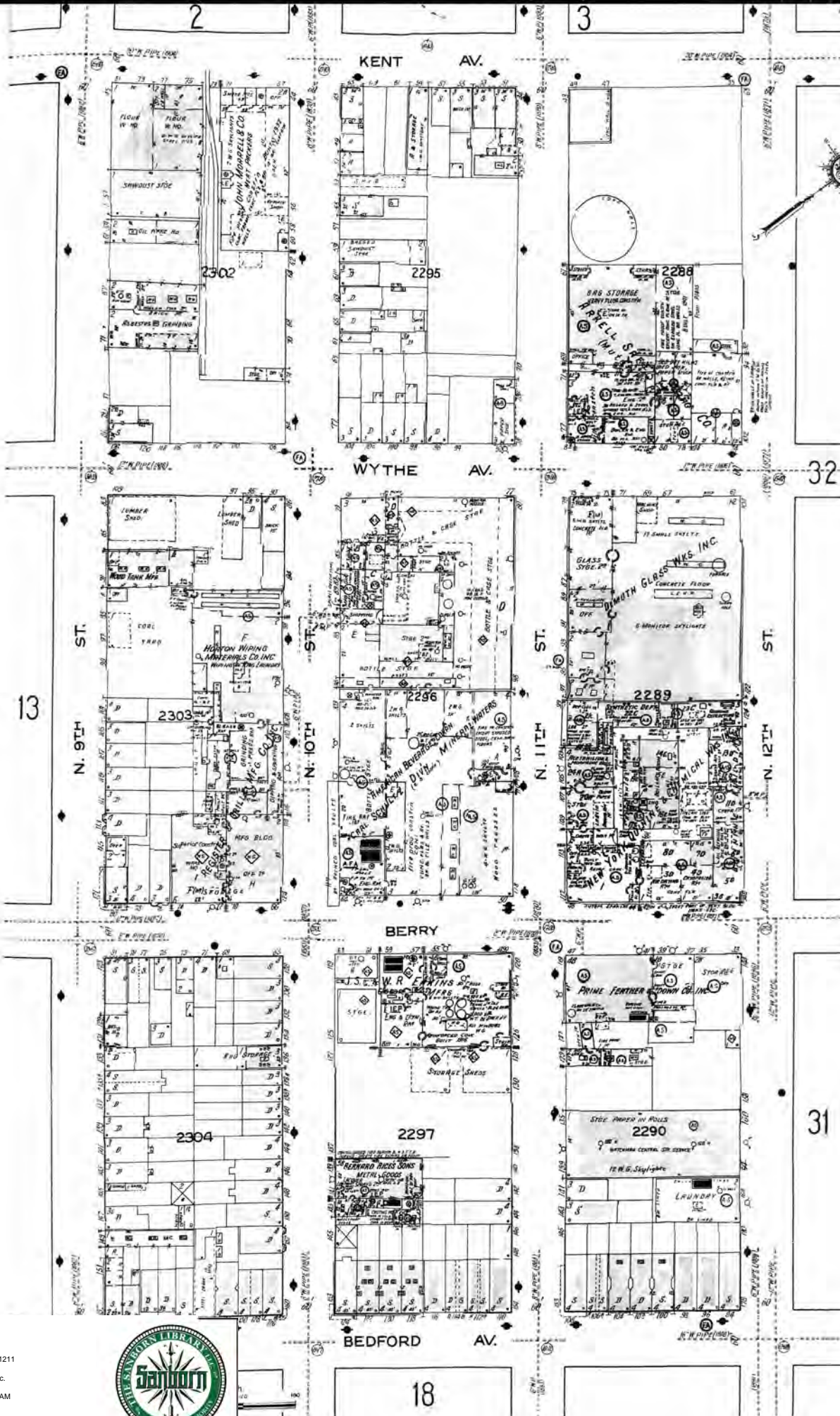
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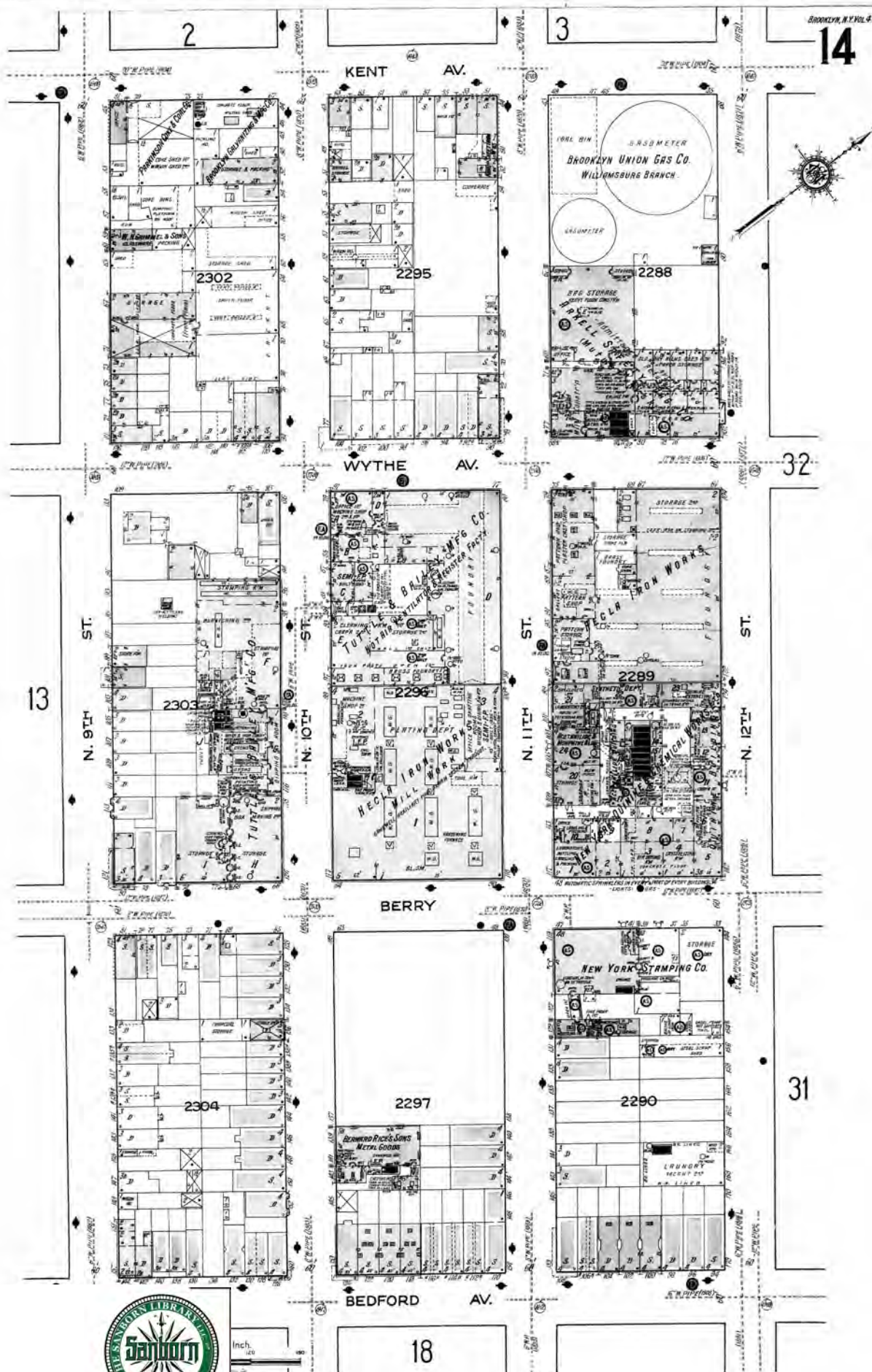
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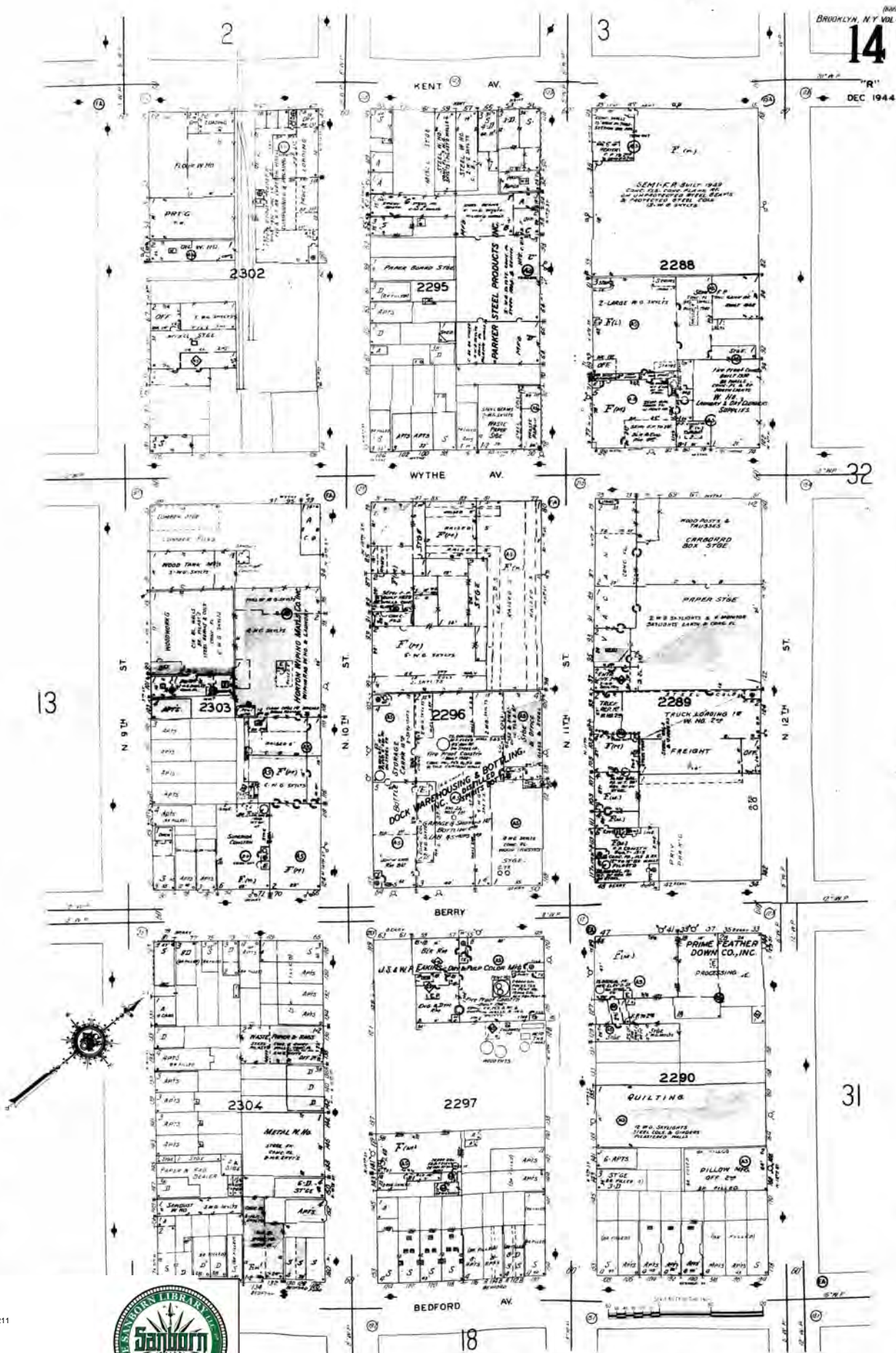
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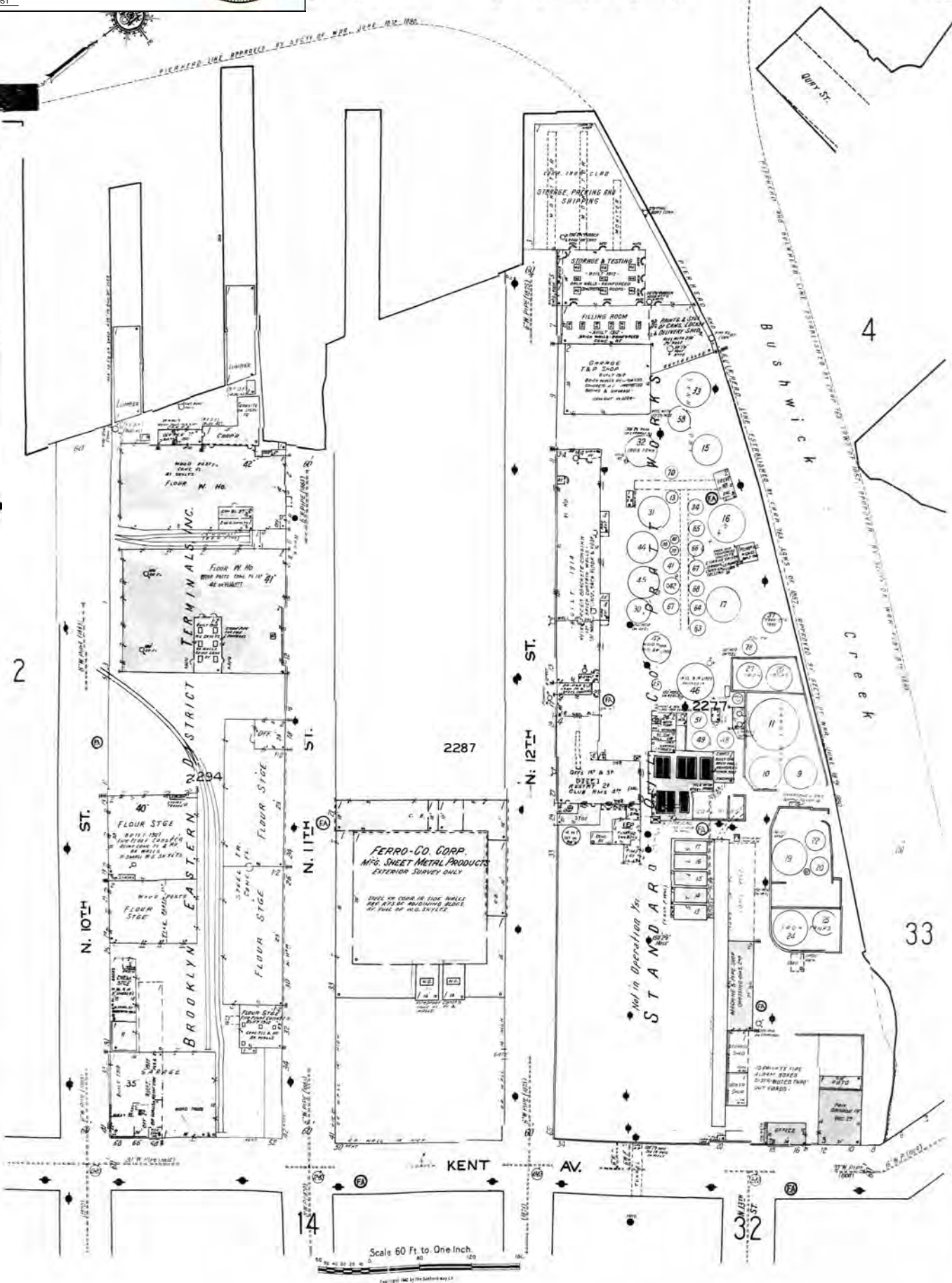


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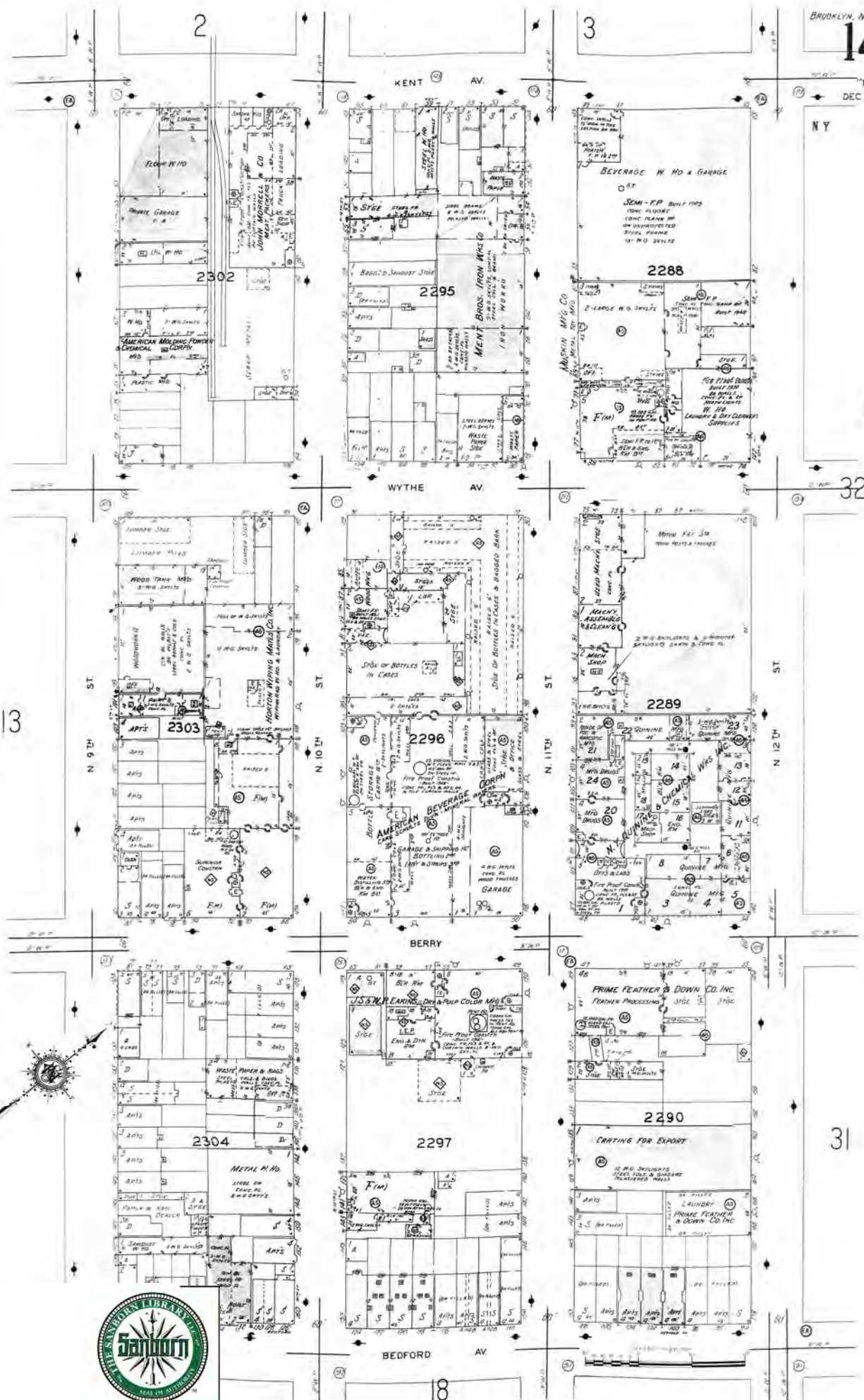
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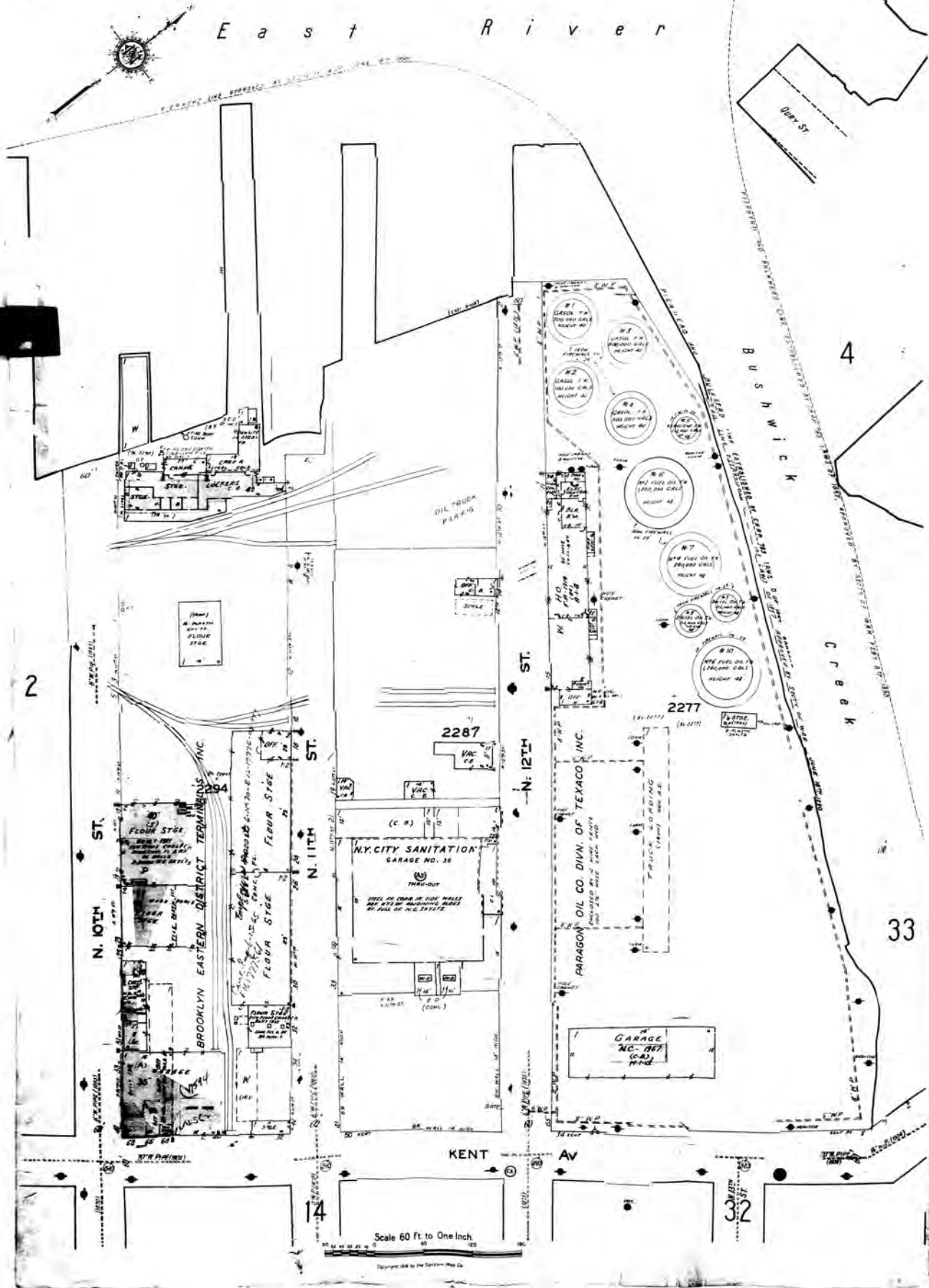
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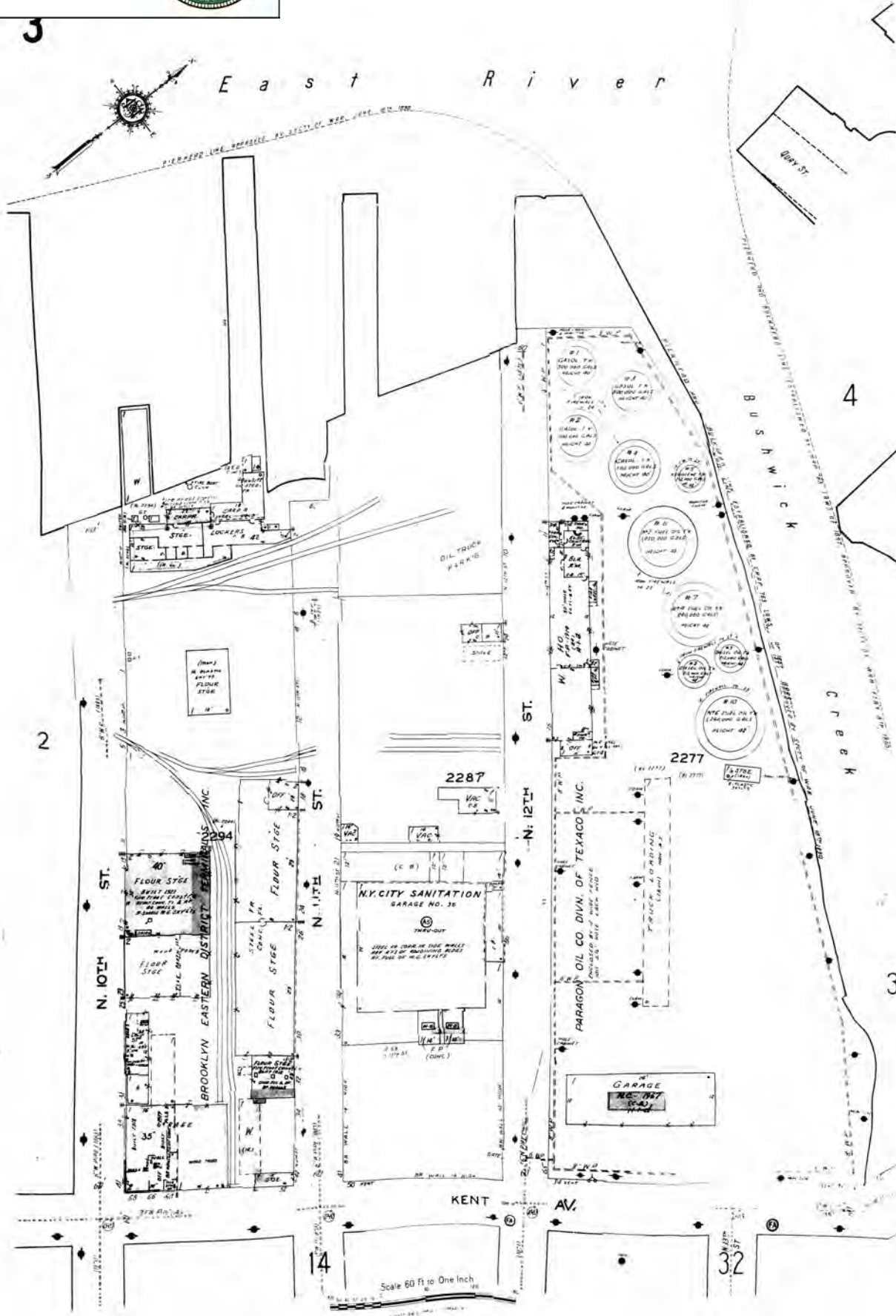
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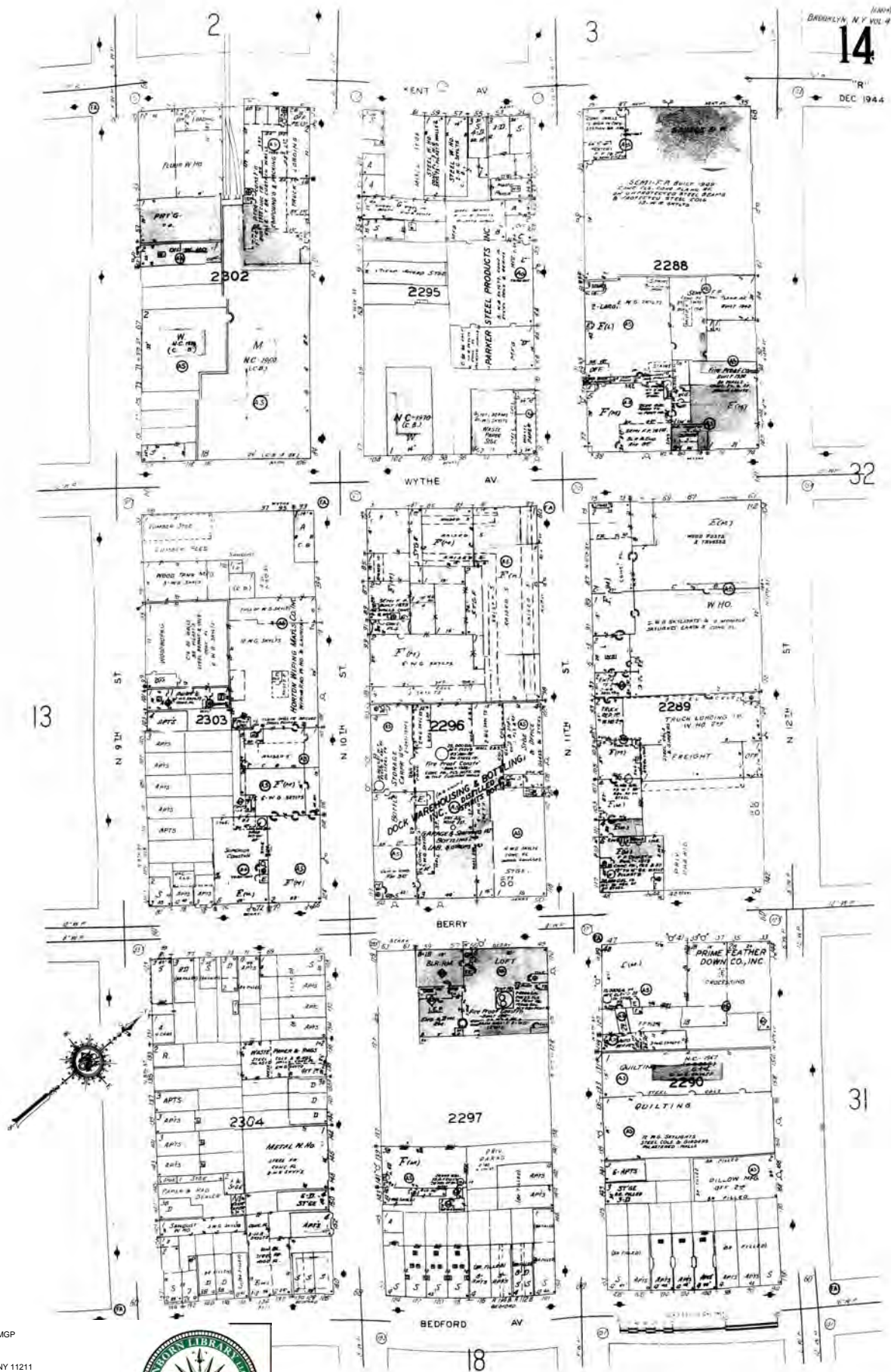
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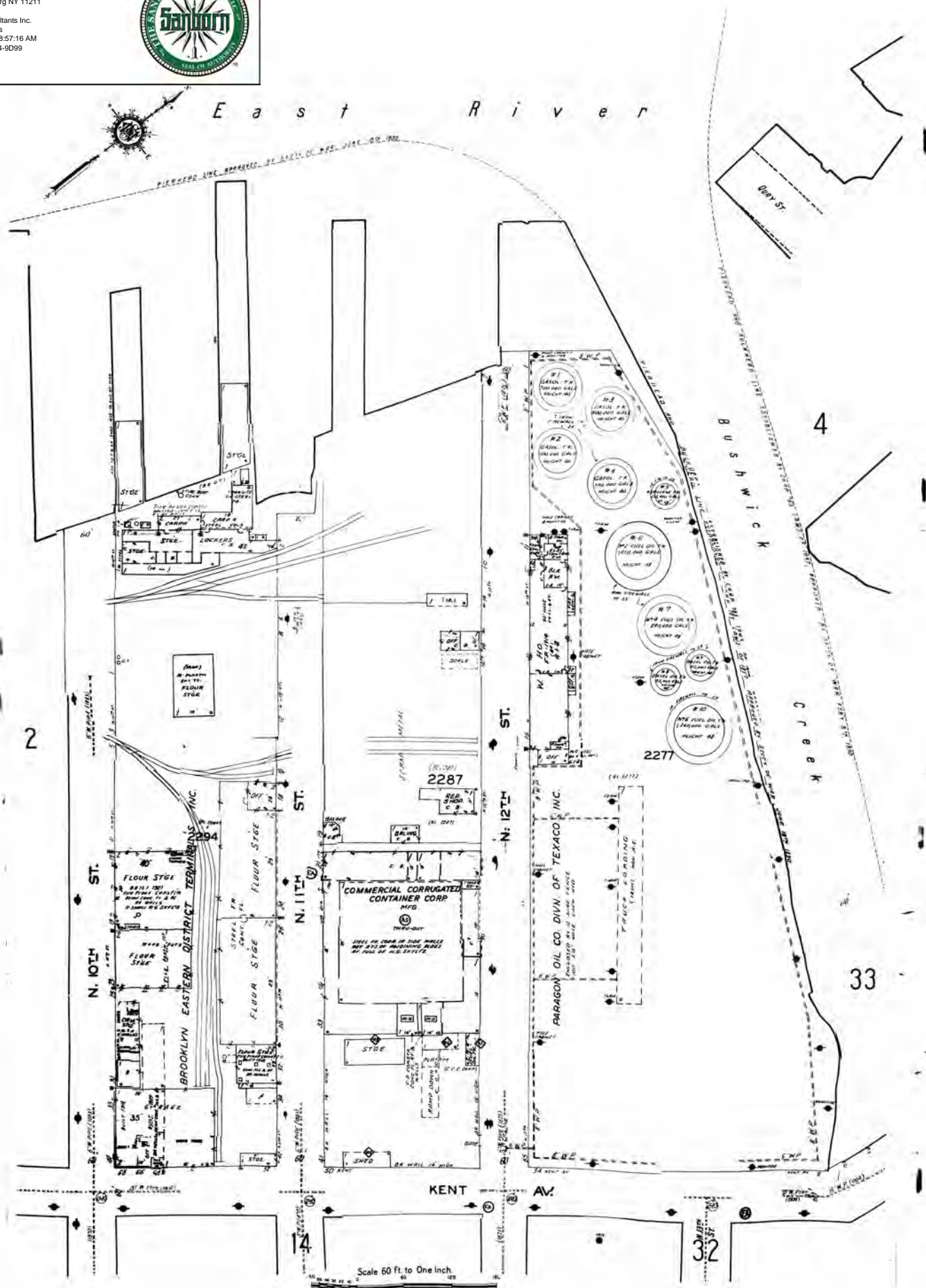
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Contact: Melissa Felter



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Total Maps: 19

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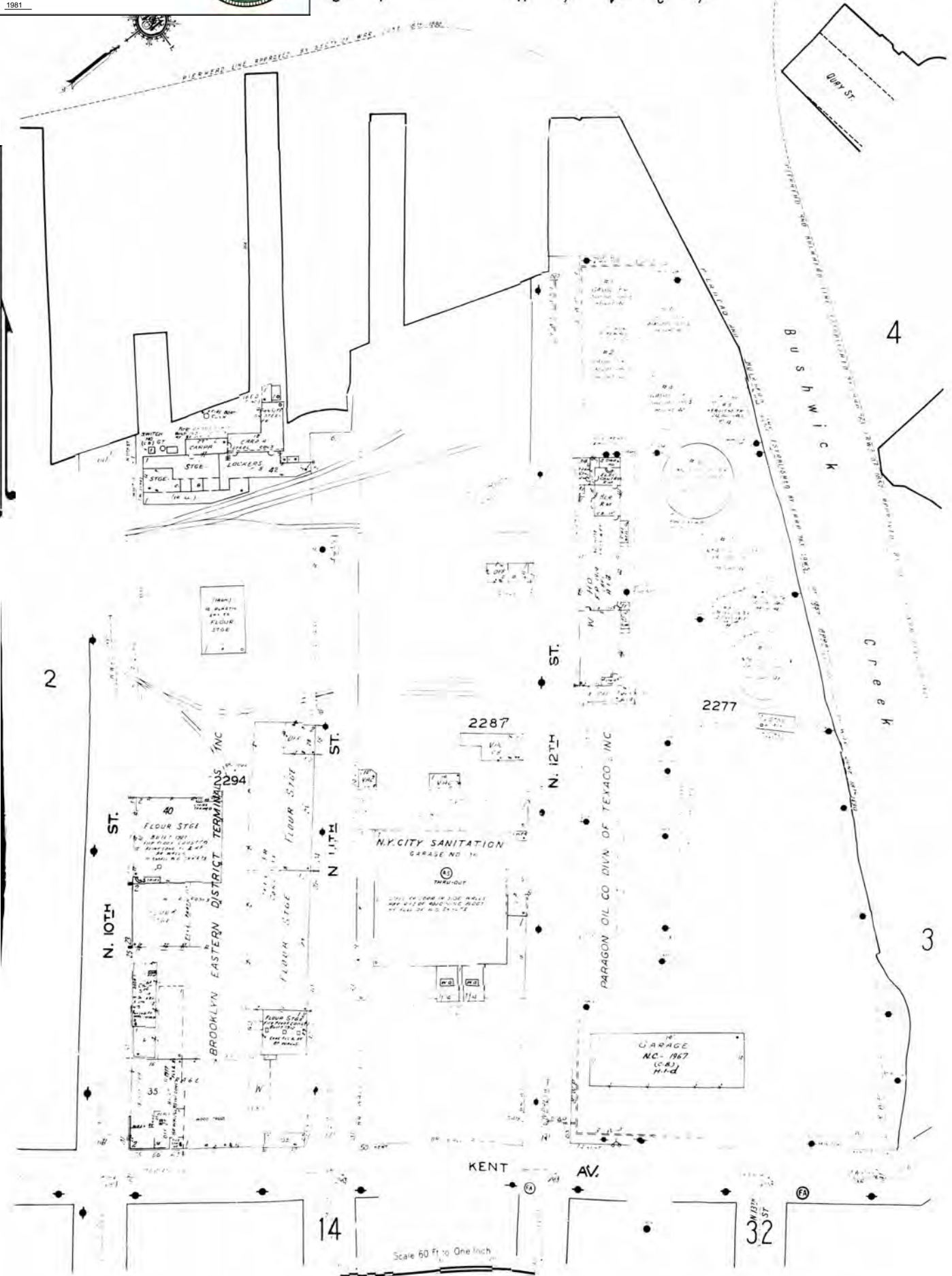


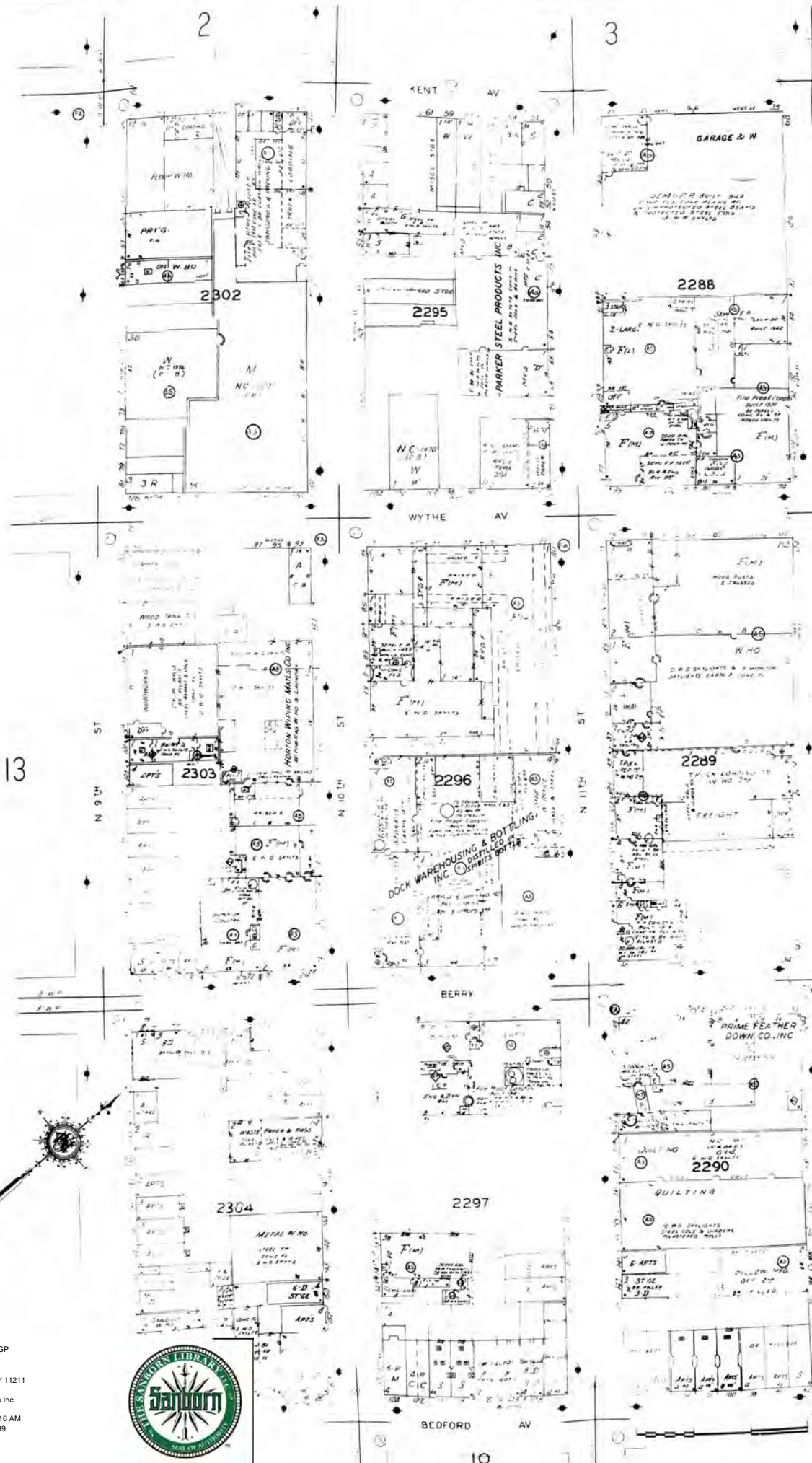
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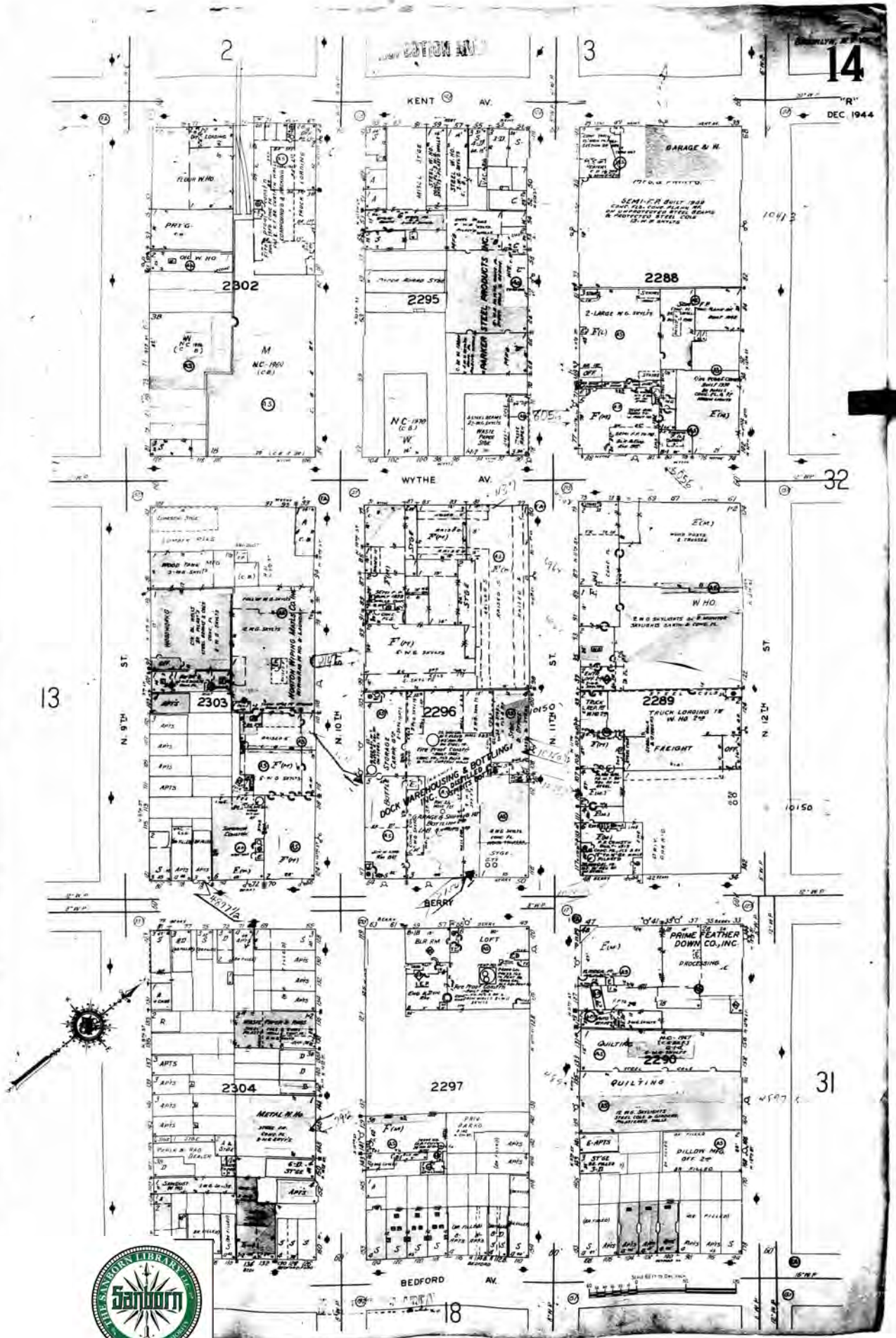
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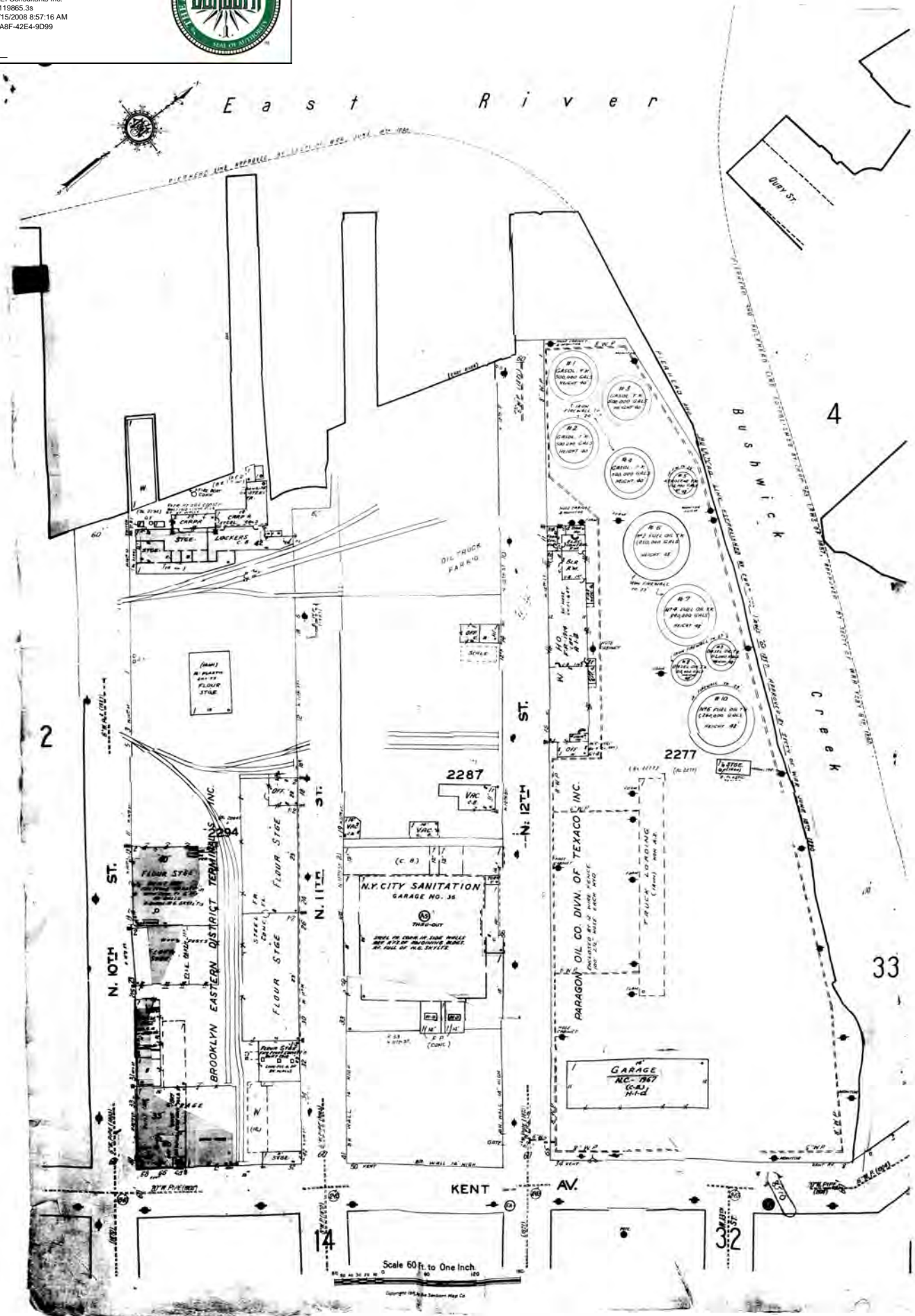
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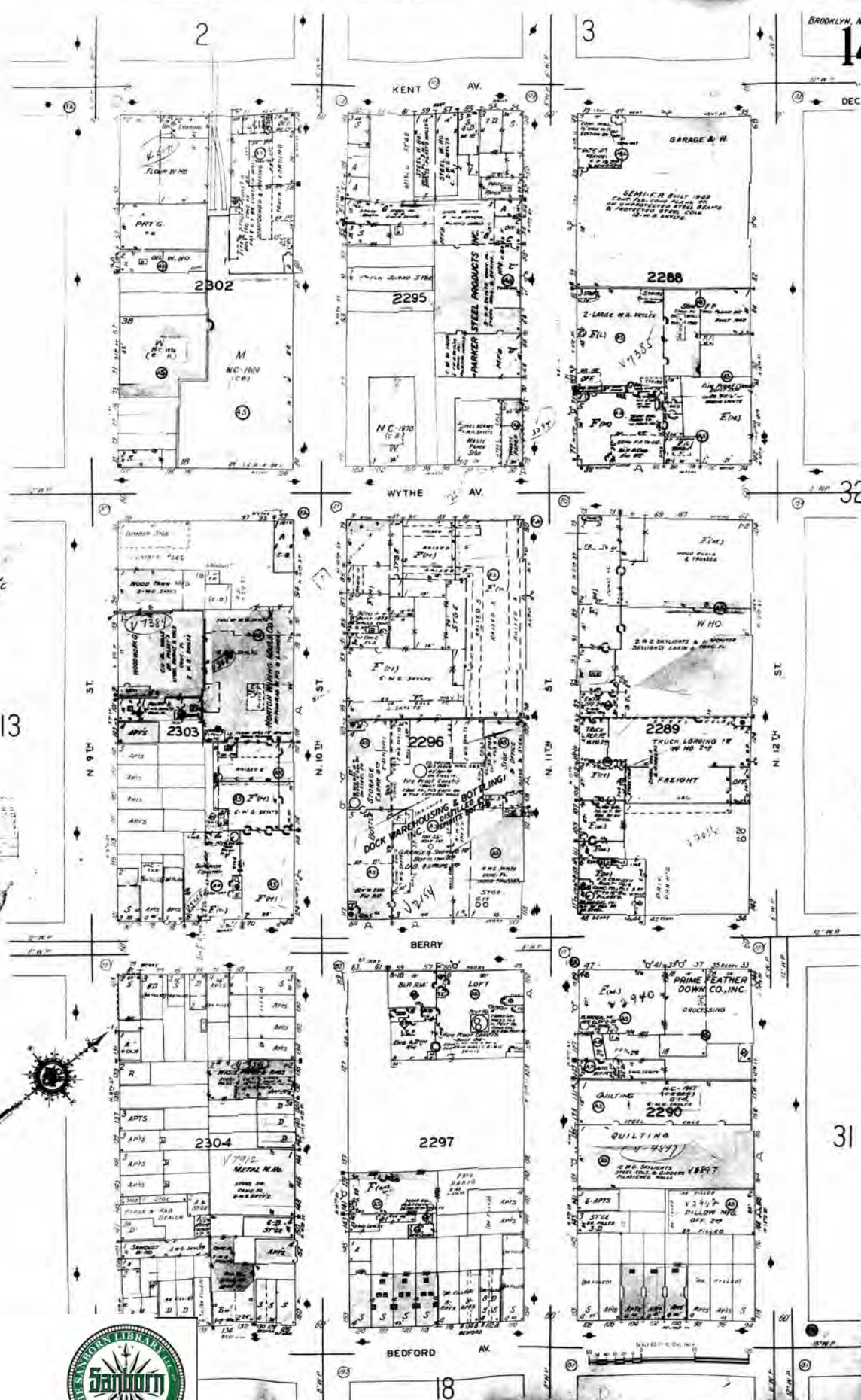
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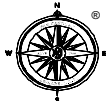
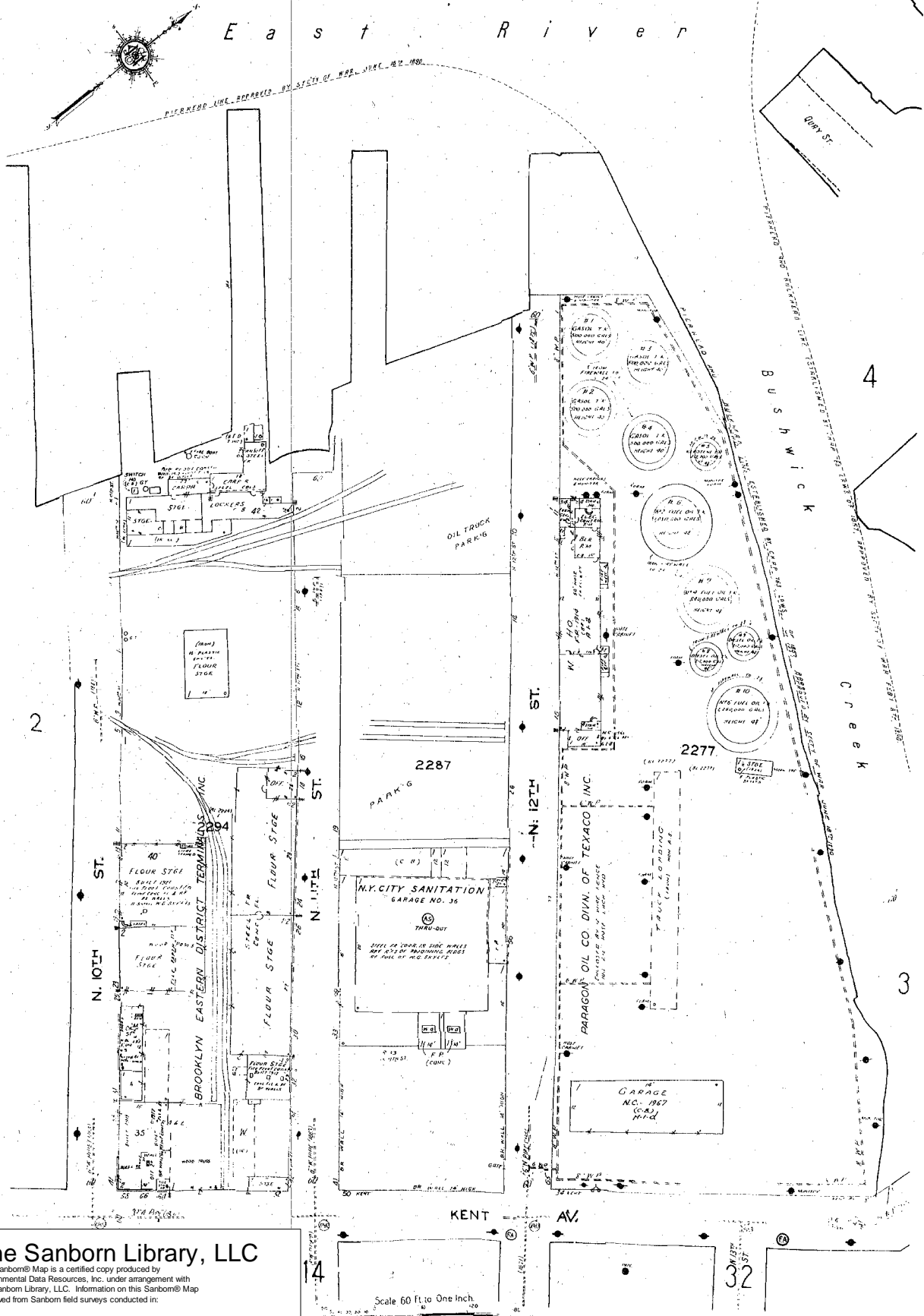
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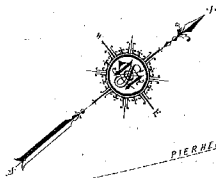
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E a s t R i v e r



PIERHEAD LINE APPROVED BY SECTY OF W.P.S. JUNE 20, 1906

Copy St.

4

B u s h w i c k

C r e e k

3

N. 10TH ST.

N. 12TH ST.

2287

2277

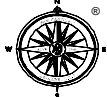
M.Y. CITY SANITATION
GARAGE NO. 36
THRU-OUT
STEEL FR. CORR. OR DOG WHILES
AND 1/2" OF MACHINERY RAILS
AND FULL OF M.G. ENVELOPS

PARAGON OIL CO. DIV. OF TEXACO INC.
TRUCK LOADING
MAY 1911

GARAGE
NO. 1877
(C.A.)
MAY 1911

KENT AV.

32



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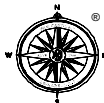
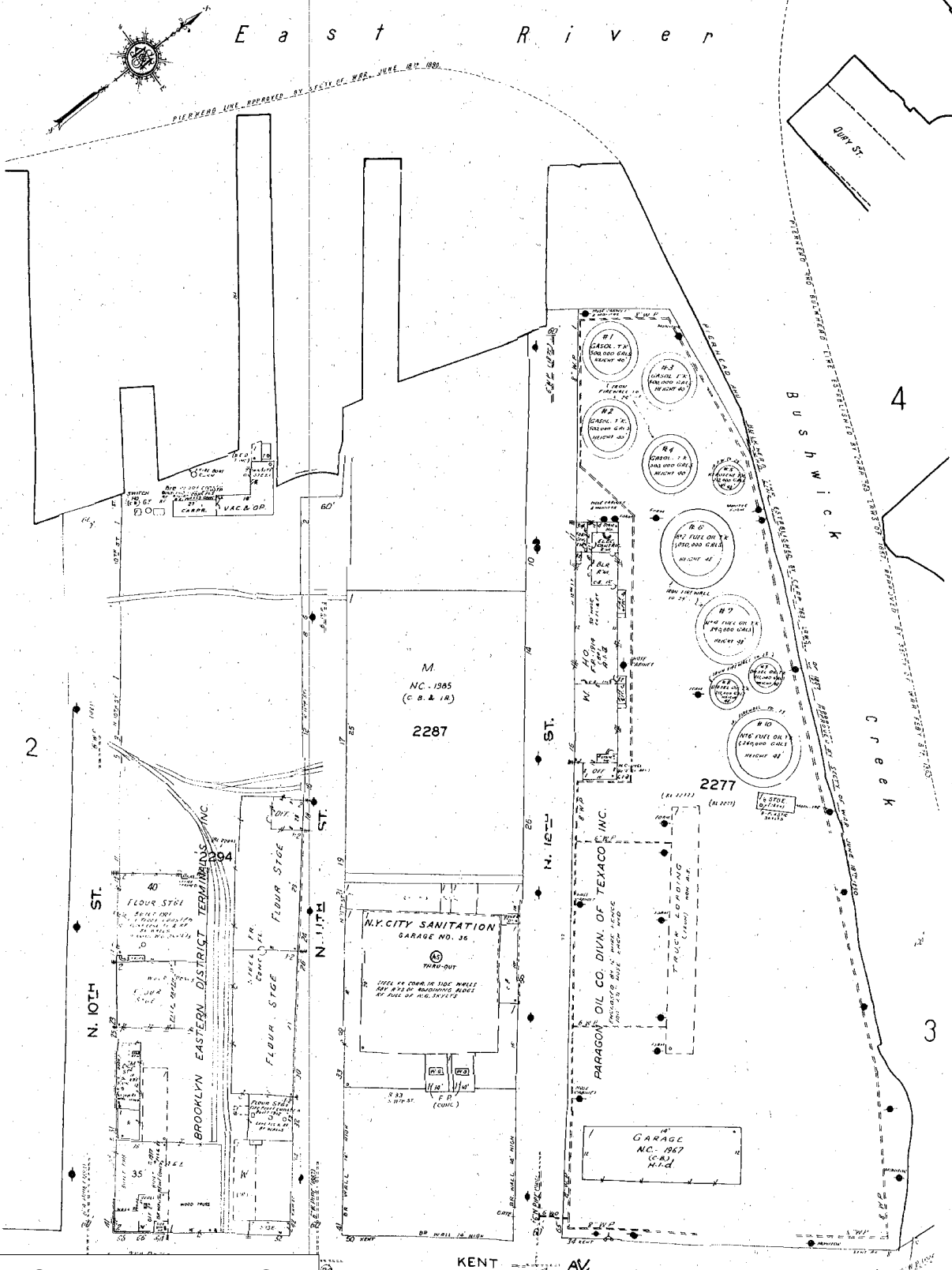
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3

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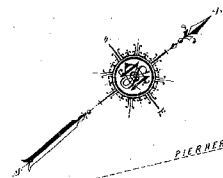
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KENT AV.

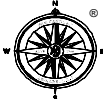
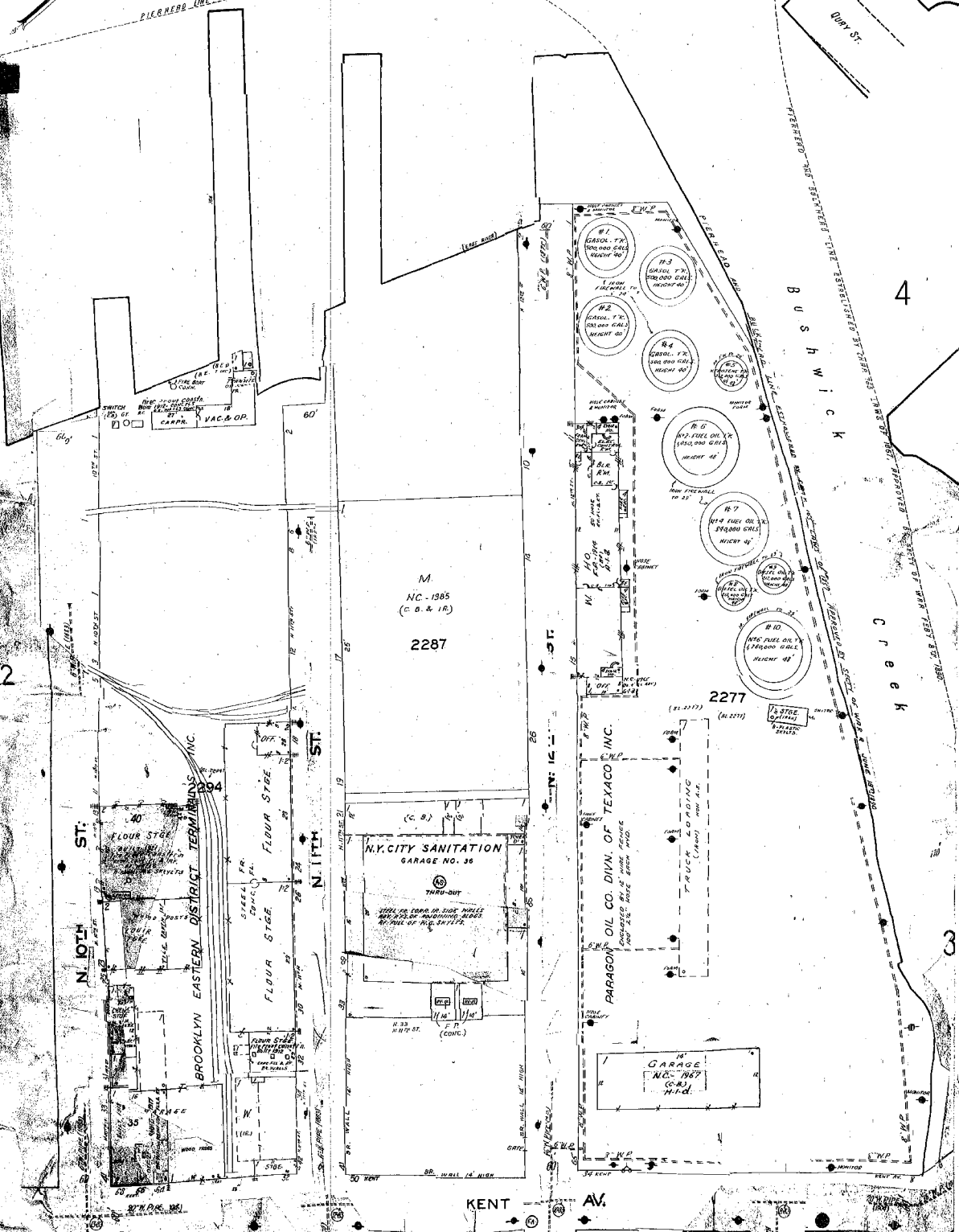
Scale 60 Ft.

32

E a s t R i v e r



PIERHEAD LINE APPROVED BY SECTY OF W.P.A. APR. 20, 1906



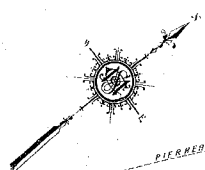
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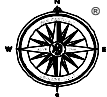
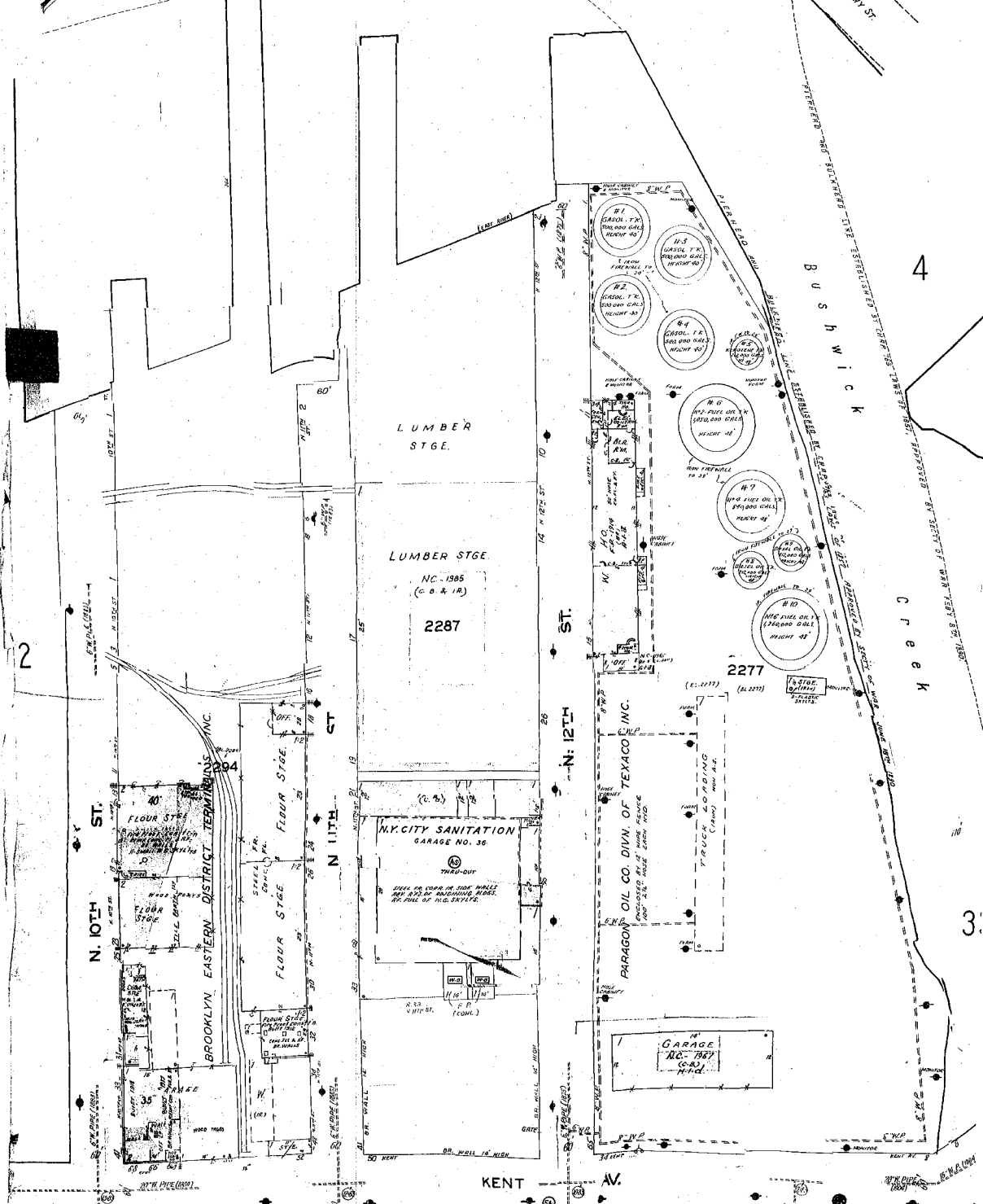
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East River



PIERHEAD LINE, APPROVED BY SUPV. OF N.Y.C. JUNE 22, 1908.



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SECTION 3

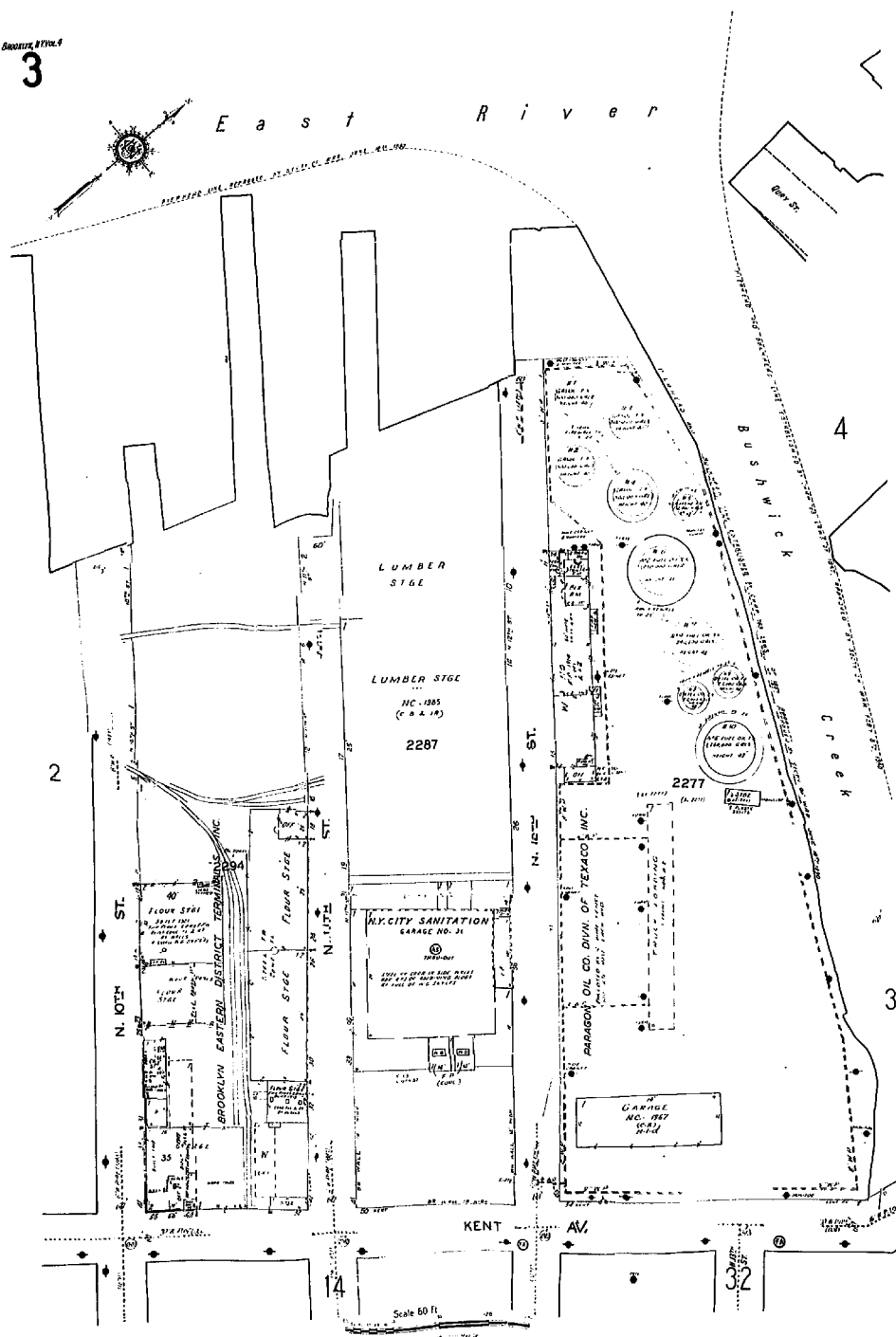
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East River

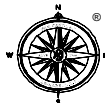
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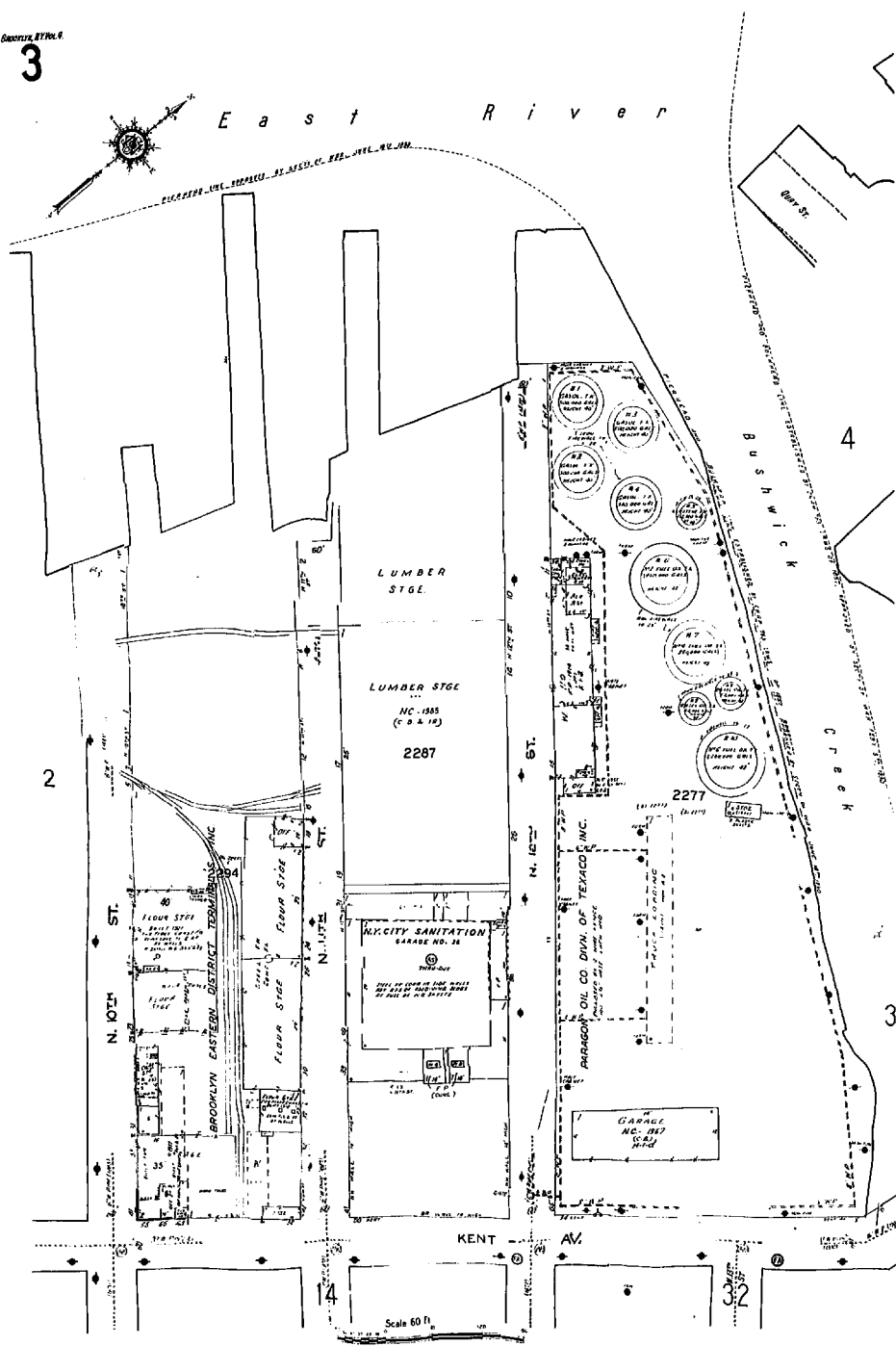
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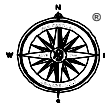
SECTION 37 PK. 4

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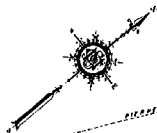
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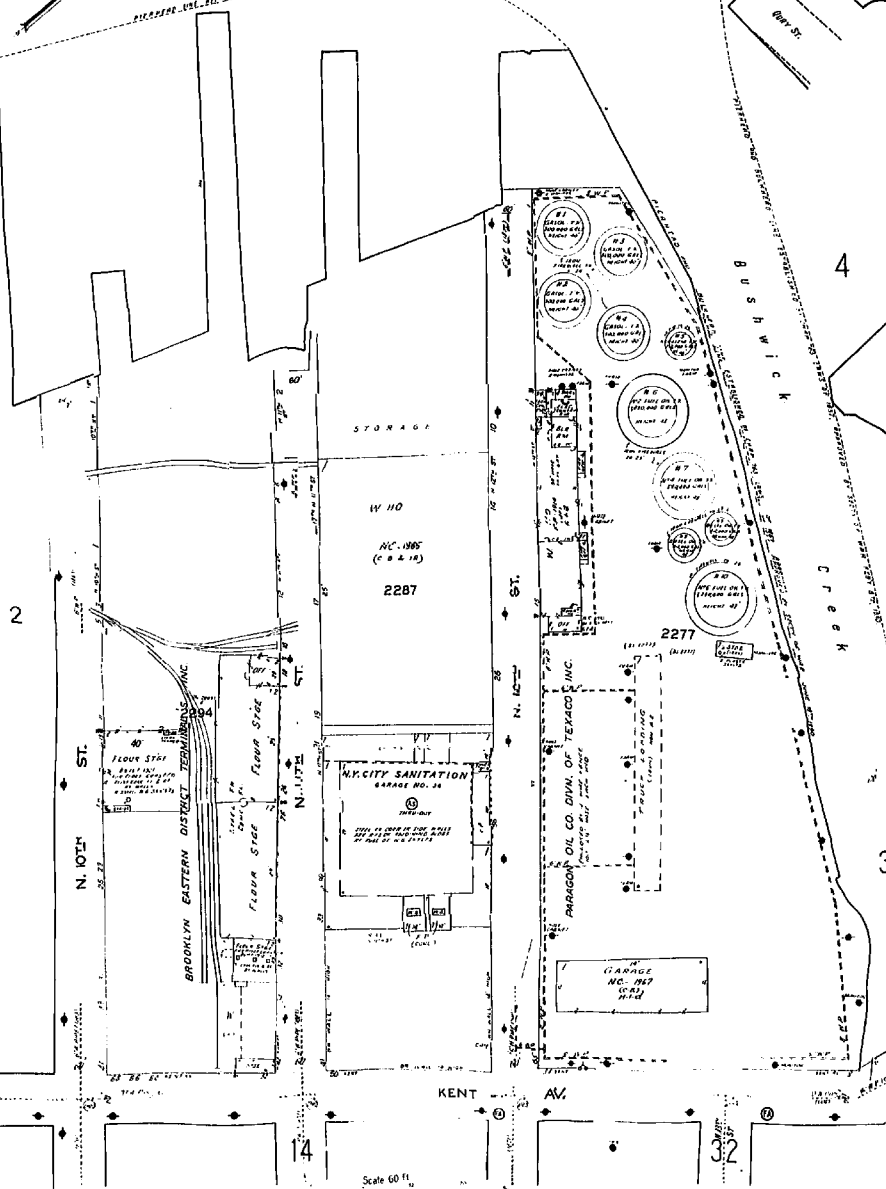
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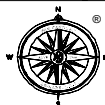
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E a s t R i v e r



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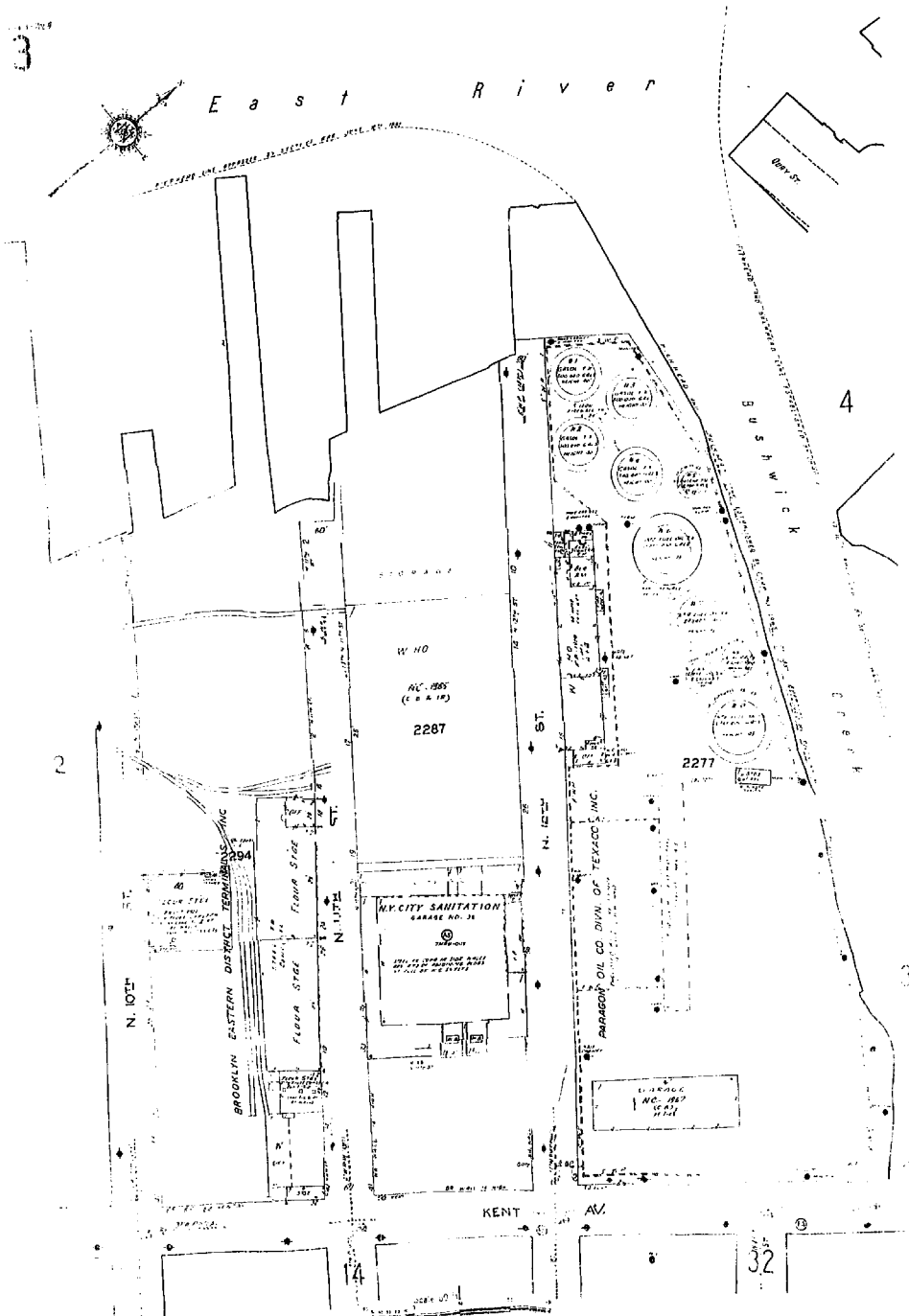


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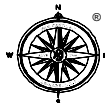
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