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A STAGE I DOCUMENTARY CULTURAL RESOURCE SURVEY
OF THE PROPOSED I.S. 171 SITE
IN THE EAST NEW YORK SECTION OF BROOKLYN, N.Y.

by

LA-CEQR-K

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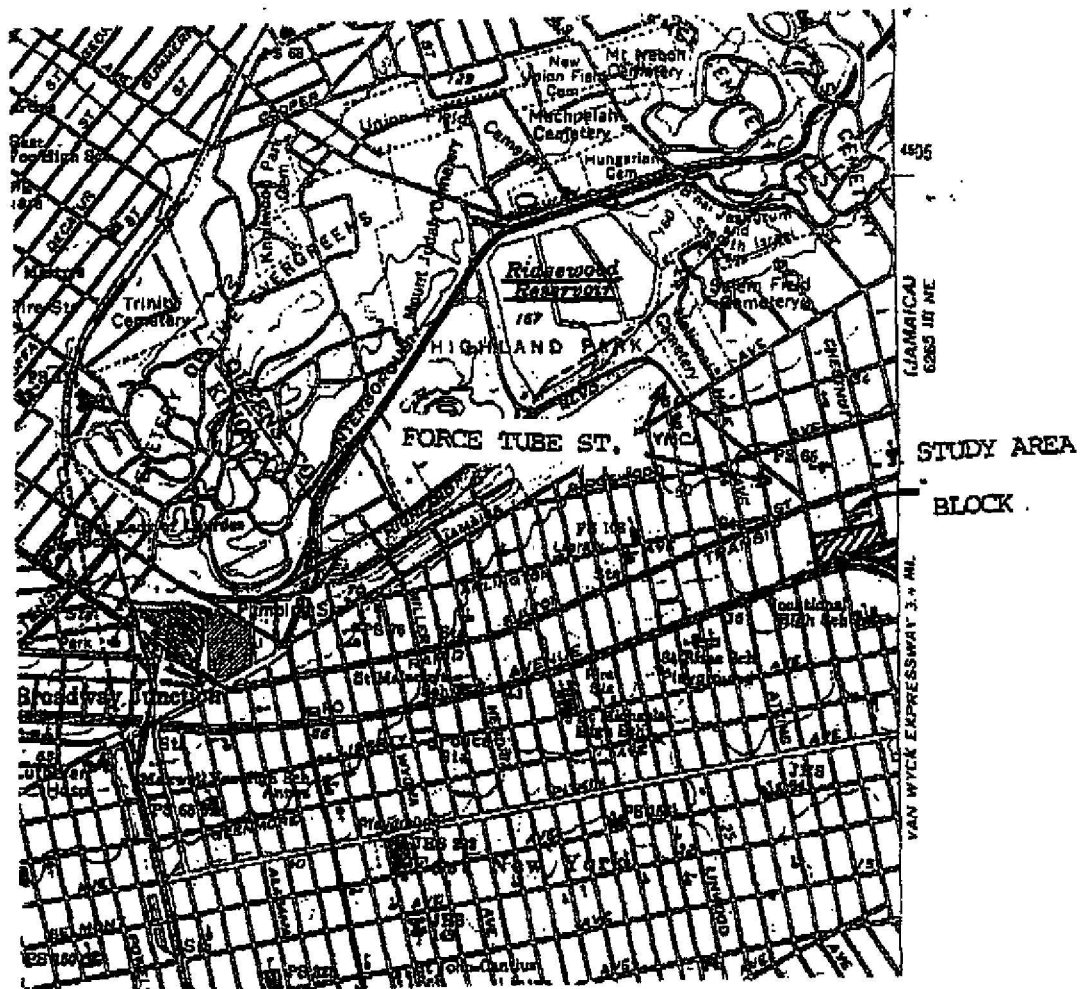


FIGURE 2. Portion of map showing the Ridgewood Reservoir, Force Tube Street, and the study area block. (USGS Brooklyn, N.Y. Quadrangle, 7.5-minute series, 1979. scale: 1"=2000'.)

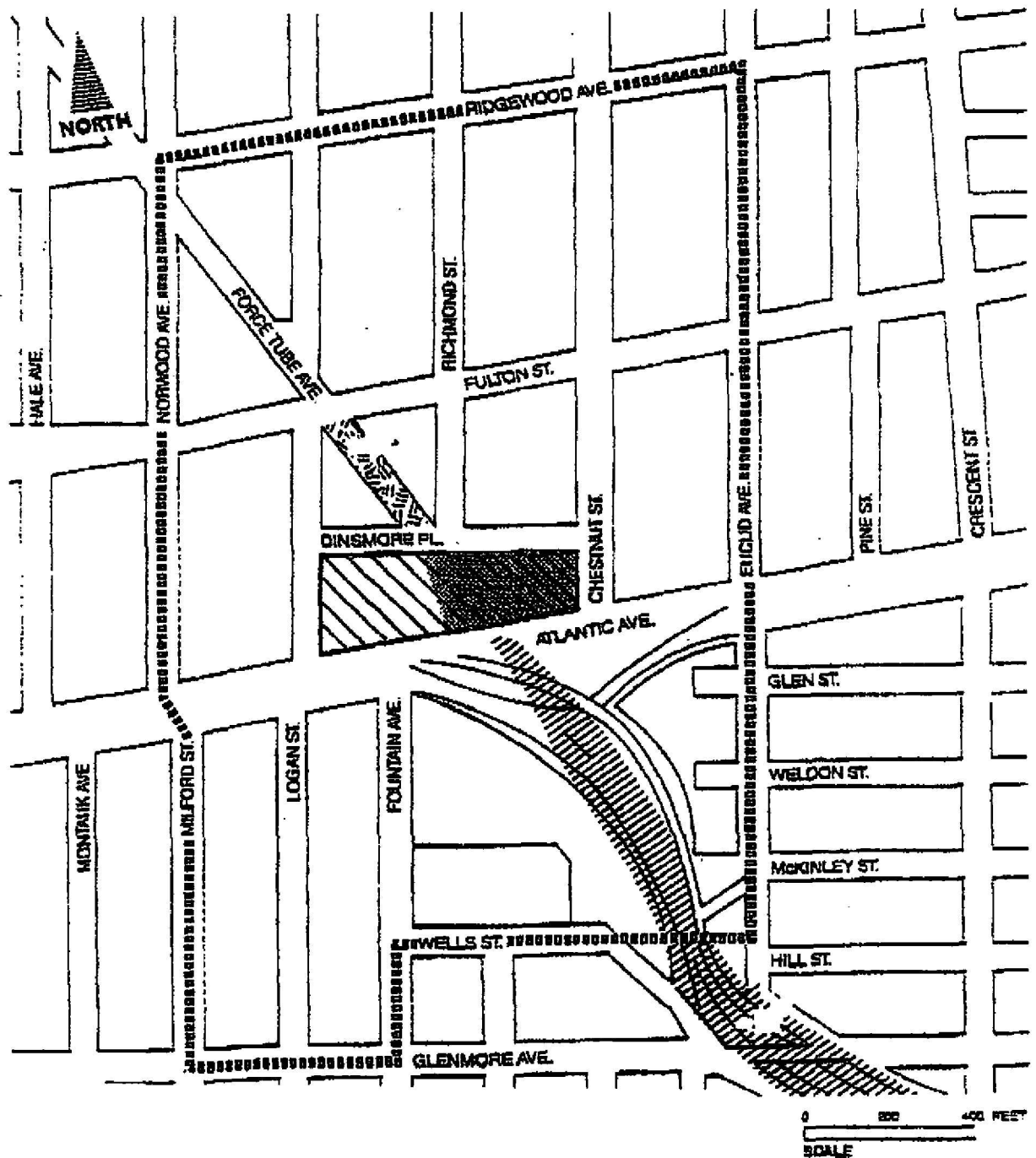


FIGURE 4. The study area block showing the path of the aqueduct (Church and Rutsch 1987).

Toy Block 4142 - Lot 1 and 32.

IV. CONCLUSIONS AND RECOMMENDATIONS

From the details of the two reports of the Water Department and other sources that we found during our research, it is apparent that a great deal of highly accurate information is available on the historic pump station that once stood on this site. Besides documentation, graphics in the form of measured as-built and as-changed drawings also occur. I believe this information is sufficient to present a very accurate and detailed recordation of the pump station which would not be helped in any potentially significant way by conducting test excavations.

It occurred to us that perhaps the equipment, such as the steam engines might be a different category of remains. For this reason we looked into the manufactures of the oldest engines on site to see if any information was available beyond that presented by the Brooklyn Water Works people.

We found that Woodward and Beach, Inc was founded in 1853 in a reorganization of an earlier ironworks (Board of Trade 1889) who had long and successfully engaged in the manufacture of steam engines for large pumping jobs such as in the dry docks of the Brooklyn Navy Yard. Further

research shows that besides pumps and pumping engines for waterworks they also fulfilled government contracts to supply machinery for several of our navy's largest warships, including Admiral Farragut's flagship the Hartford (Trumbull 1886: 570). Industrial Archeologist Matthew Roth of Hartford had researched this firm and told us a wealth of detailed information on its engines was available.

HCI conducted additional research at the Long Island Room of the Jamaica Public Library and as a result of this research, found a trove of intact, scaled and artistic plan drawings and photographs as well as documentary narrative describing the installation and operation of the Brooklyn Water Works system in general and the Ridgewood Steam Engine Pump House in particular. Although no specific note of salvaging or scraping the equipment after the facility ceased to operate was located, it has always been common practice in New York to remove such heavy iron and steel machinery for their considerable scrap metal value, if nothing else.

In our opinion, there is very little likelihood that any more than the foundations of structures and machines were left on the site after the building was razed. The details of these foundations are amply illustrated and described in the documentation as are the machines that they once supported. Therefore in our professional opinion further research such as infield testing would be redundant, counterproductive, and not recommended before new school construction is undertaken.