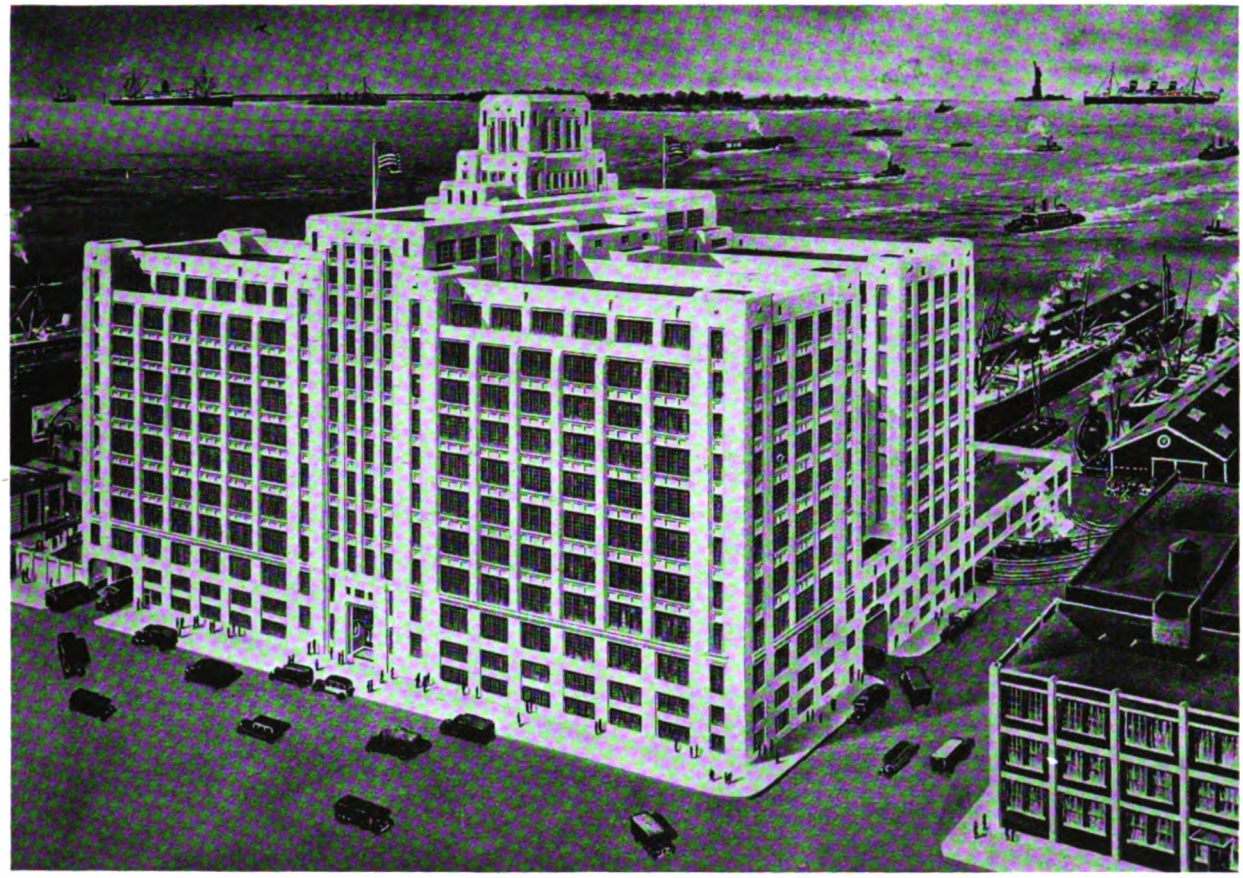


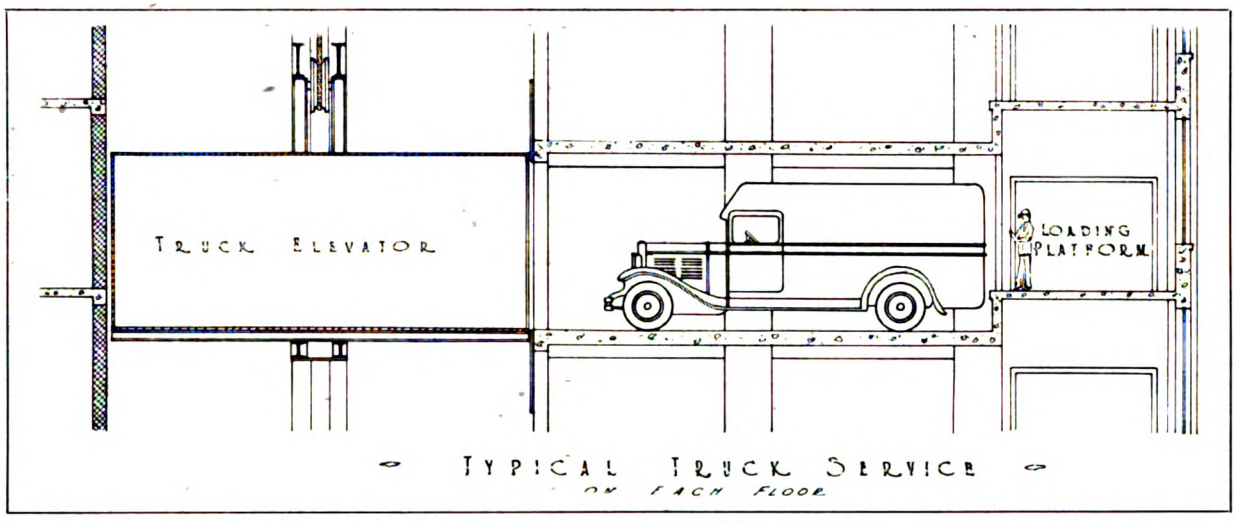
NEW YORK DOCK TRADE FACILITIES BUILDING

BROOKLYN, NEW YORK

RUSSELL G. CORY, *Architect and Engineer* WALTER M. CORY, *Associate*
N. E. DRIVER, *Chief Engineer*

AMERICAN business is coming more and more to respond to better methods of merchandising, quicker processes in production, more economical means of distribution. This attitude encourages ventures often daring in their departure from traditional methods, yet practical, since the aim is always to quicken the pace of goods to markets to cut factory costs, and to make it easier and simpler to carry on business. It was in this spirit of enterprise that the New York Dock Trade Facilities Building was conceived as a new and better home for industry. Given a location at the hub of the world's greatest market—a site commanding harbor and rail facilities to every part of the globe, a situation readily accessible to rapid transit lines—the problem presented the architect was to discover what more might be done to serve industry in a building of modern appointments.

The New York Dock Trade Facilities Building is, concisely, two square city blocks of concrete and steel in two parallel units, ten stories above grade, built around a battery of sixteen elevators, surmounted by a tower four stories high. Three of these elevators, each 15 ton capacity, of latest pattern, carry loaded trucks ten floors at a speed of one hundred and seventy-five feet a minute, or one minute from street level to the top floor. At each floor a depressed area permits trucks to back from the elevator to the shipping platform, thus releasing the elevator for other use while the truck is loaded or unloaded at the tenant's floor at the truck body line. This is one of the features on which patents are pending. Ten additional elevators serve a ground floor loading platform for horse-drawn and other vehicles not using the truck elevators, a forty-car railroad siding and a freight station, all inside the building. Electric platform trucks take freight from cars at platform levels to the battery of elevators, where it is carried upward to the factory door of the tenant consignee; this

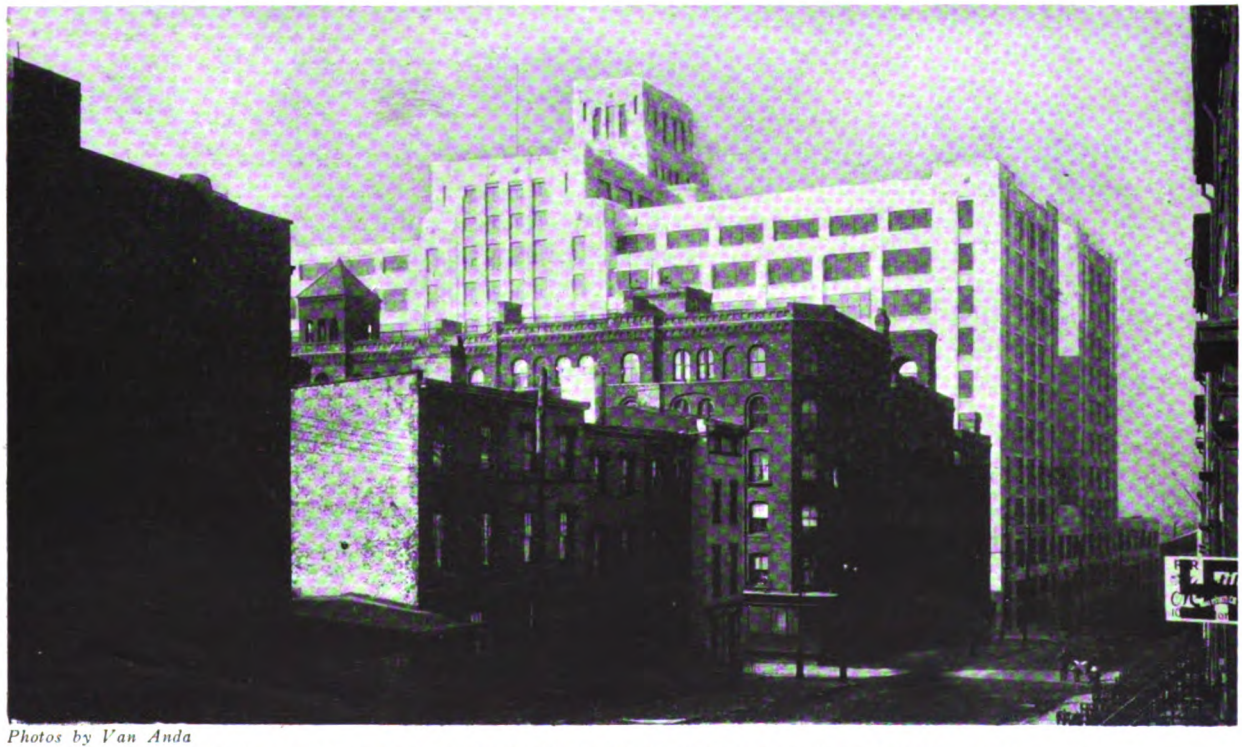


SECTION SHOWING TYPICAL TRUCK SERVICE AT EACH FLOOR

operation being reversed in the case of outbound freight. Three high speed passenger elevators for the use of executives operate directly from the entrance lobby in another wing of the building.

The electricity, steam, gas and water equipment are supplied at each floor of the service wing, there to be metered to the tenants if and as needed, and electric power mains are arranged for the convenient connection of tenants' supply lines. A battery of the latest type of high pressure, oil-fired steam boilers, capable of furnishing 3,000 lbs. of steam pressure, assures a constant supply of steam suitable for all manufacturing requirements.

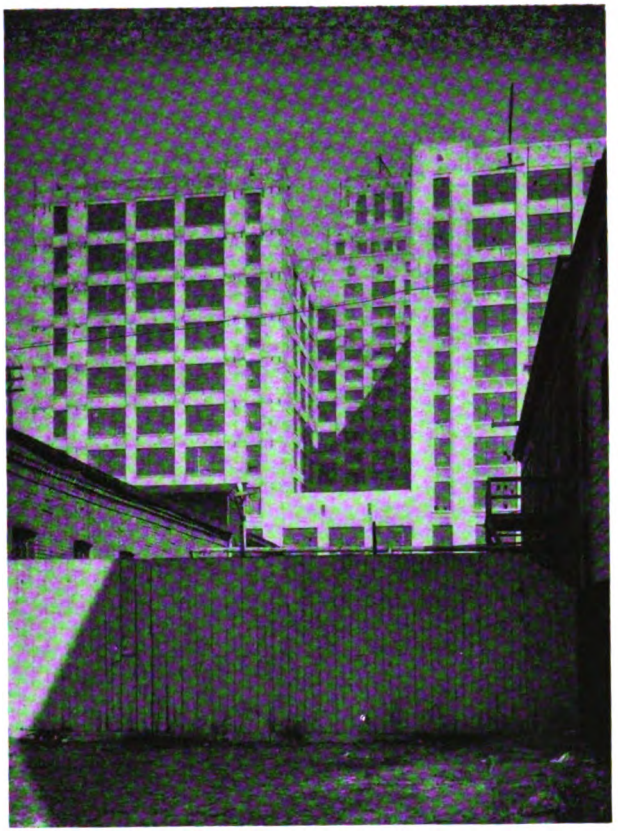
The plan shows the unimpeded expanse of floor space typical of every floor. Note that all elevators are placed in one central unit, as are stairways, corridors, lavatories and enclosures for gas, water, steam and electric mains. The segregation of service space entirely outside rentable areas provides the maximum amount of useable space free from obstructions and awkward turns and corners. It is calculated that the efficiency of the plan will effect savings in space of fifteen to twenty-five per cent for the tenants.

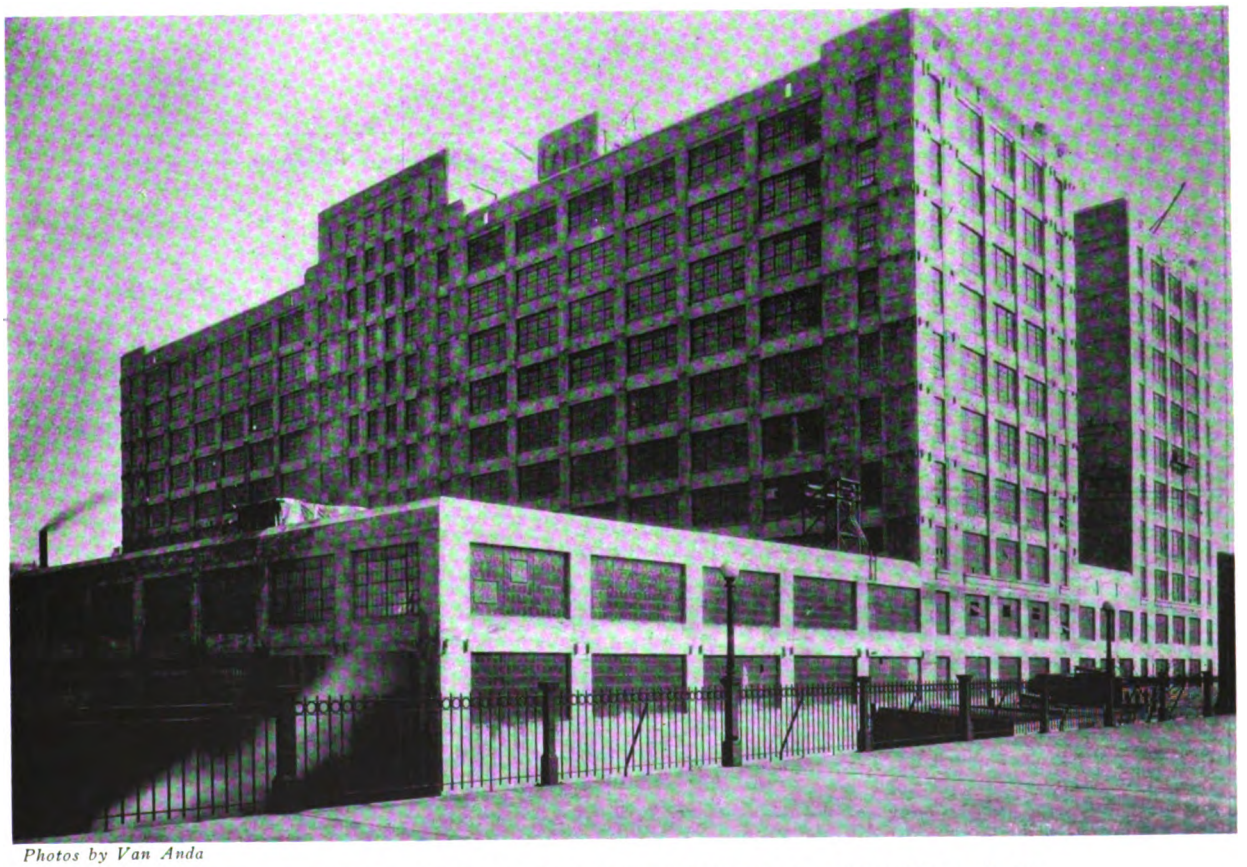


Photos by Van Anda

NEW YORK DOCK TRADE FACILITIES BUILDING, BROOKLYN, N. Y.

RUSSELL G. CORY, ARCHITECT AND ENGINEER; WALTER M. CORY, ASSOCIATE





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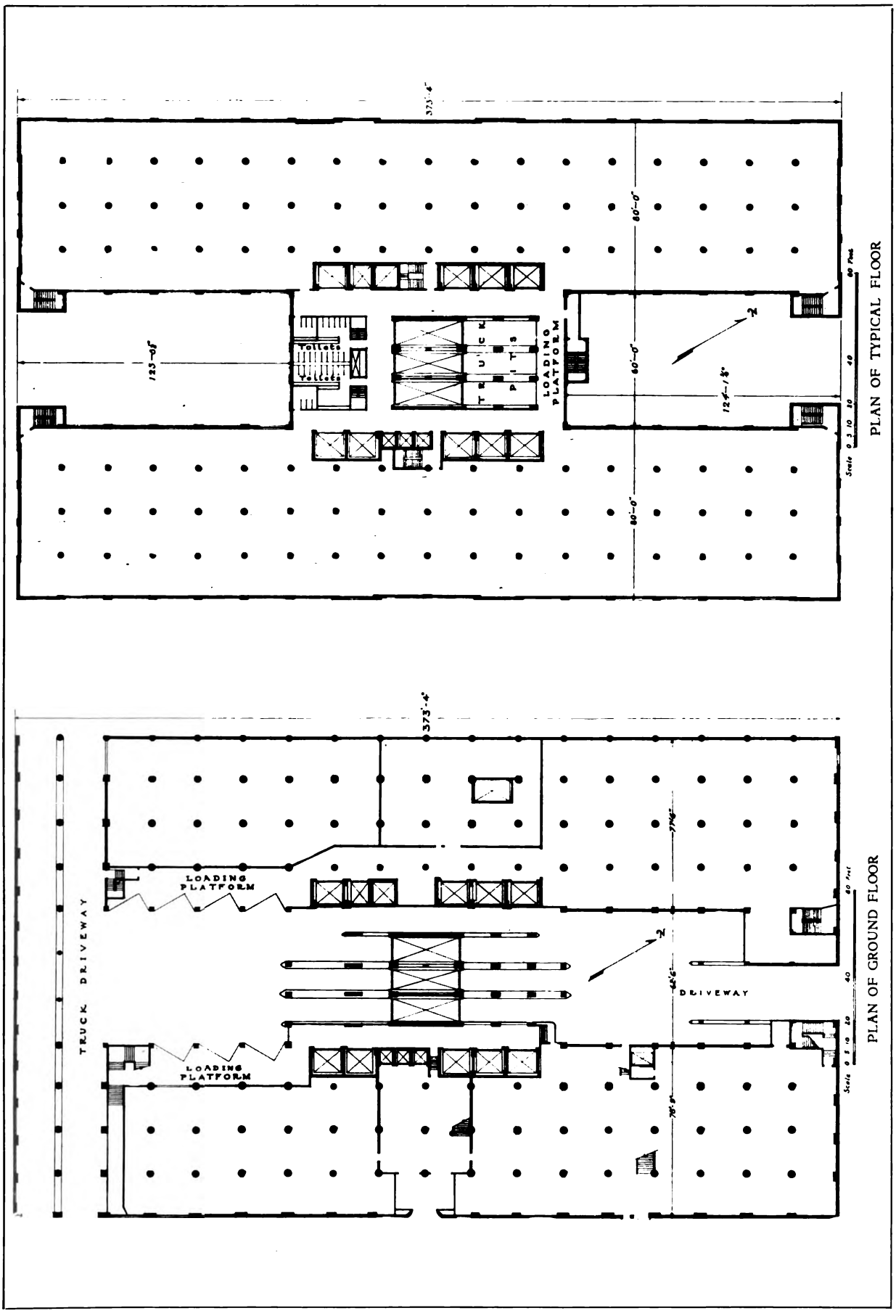

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