

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY

UNIQUE SITE NO. 16305.000867
QUAD _____
SERIES _____
NEG. NO. _____

GR 2

YOUR NAME: Town of Islip/SPLIA DATE: April 1990
Town Hall, 655 Main St.

YOUR ADDRESS: Islip, L.I., N.Y. 11751 TELEPHONE: 516.224.5450

ORGANIZATION (if any): Dept. of Planning, Housing, and Development

IDENTIFICATION

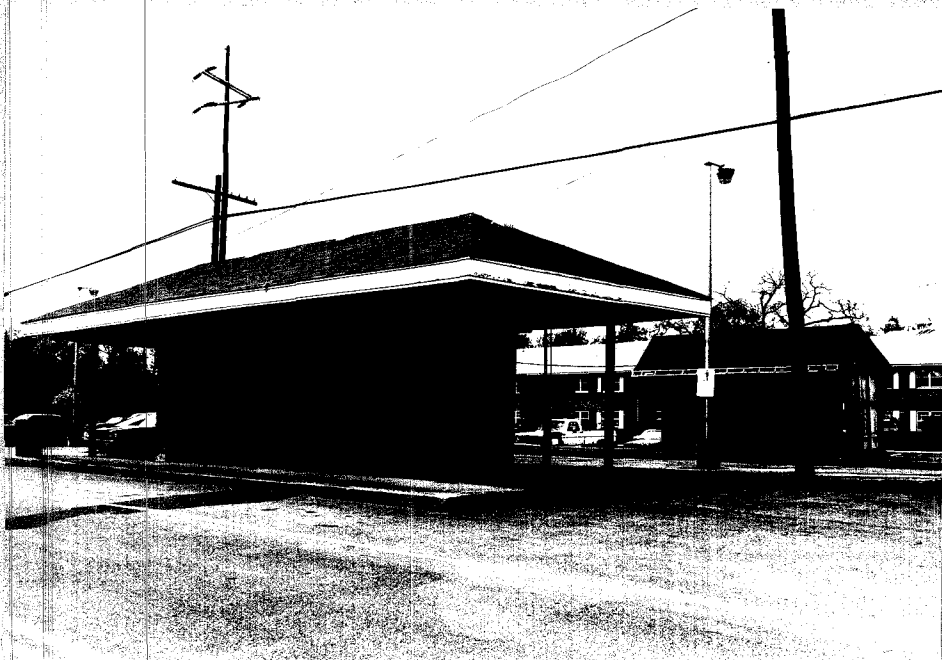
- 1. BUILDING NAME(S): Great River Railroad Station
- 2. COUNTY: Suffolk TOWN/CITY: Islip VILLAGE: Great River
- 3. STREET LOCATION: Connetquot Ave., west side, north side LIRR tracks
- 4. OWNERSHIP: a. public b. private
- 5. PRESENT OWNER: Long Island Rail Road ADDRESS: Sutphin Blvd., Jamaica, N.Y.
- 6. USE: Original: passenger station Present: passenger station
- 7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes No
Interior accessible: Explain yes

DESCRIPTION

- 8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board and batten
e. cobblestone f. shingles g. stucco other: WOOD
- 9. STRUCTURAL SYSTEM: a. wood frame with interlocking joints
(if known) b. wood frame with light members
c. masonry load bearing walls
d. metal (explain) _____
e. other _____
- 10. CONDITION: a. excellent b. good c. fair d. deteriorated
- 11. INTEGRITY: a. original site b. moved if so, when? _____
c. list major alterations and dates (if known):

To Be Demolished 1995

- 12. PHOTO: Neg. KK XXIV-10, fm. SE
- 13. MAP: NYS DOT Bay Shore East Quad



HP-1

14. THREATS TO BUILDING: a. none known b. zoning c. roads
 d. developers e. deterioration
 f. other: _____
15. RELATED OUTBUILDINGS AND PROPERTY:
 a. barn b. carriage house c. garage
 d. privy e. shed f. greenhouse
 g. shop h. gardens
 i. landscape features: _____
 j. other: passenger shelter to north (Neg. KK XXIV - 11)
16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
 a. open land b. woodland
 c. scattered buildings
 d. densely built-up e. commercial
 f. industrial g. residential
 h. other: low rise apt. complex to north

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:

(Indicate if building or structure is in an historic district)

The passenger station stands on the south side of the Long Island Rail Road tracks west of Connetquot Avenue. The station is surrounded to the south, east, and west by the commuter parking lot. The Bayard Cutting Arboretum is directly south of the parking lot.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

The Great River Railroad station is a small, single story, random course stone building with a wooden hip roof that extends over the walls, held by thin metal posts.

↳ 1980's Addition; originally had a flat roof with 'Great River' in green neon above an aluminum fascia. JEA

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: _____ 1945 _____

ARCHITECT: Antonin Raymond

BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

The Great River station which had been built in 1897 burned in 1943. The shelter on the north side of the tracks was built in 1900 of standard shelter design. The 1900 shelter is the last of its genre on the Long Island Rail Road.

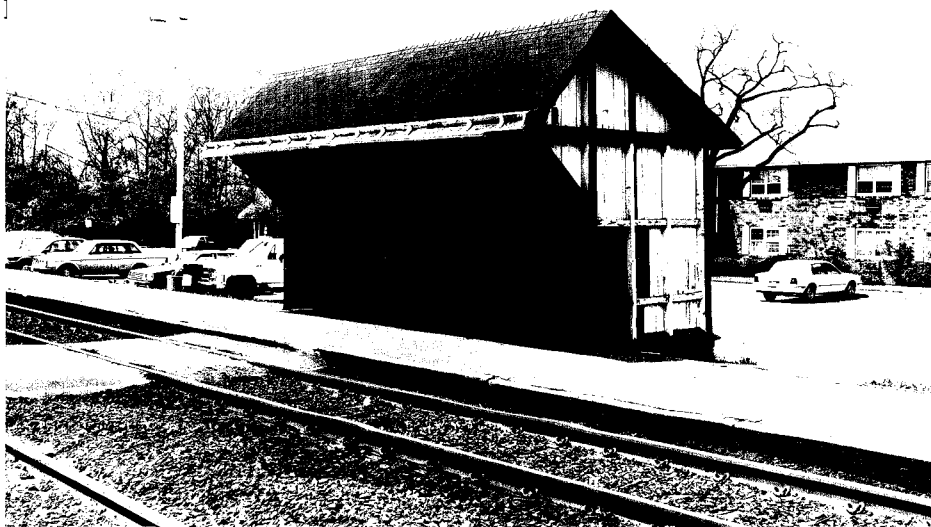
In 1945 a new station was built with a roofline not unlike the original. The architect was Antonin Raymond.

21. SOURCES:
 Wettereau, Richard & Ziel, Ron. Victorian Railroad Stations of Long Island, 1988.
 Gordon, Alastair. Long Island Modern, The First Generation of Modernist Architecture on Long Island, 1987, p. 35.

22. THEME:
 Research by Society for the Preservation of Long Island Antiquities - KEK

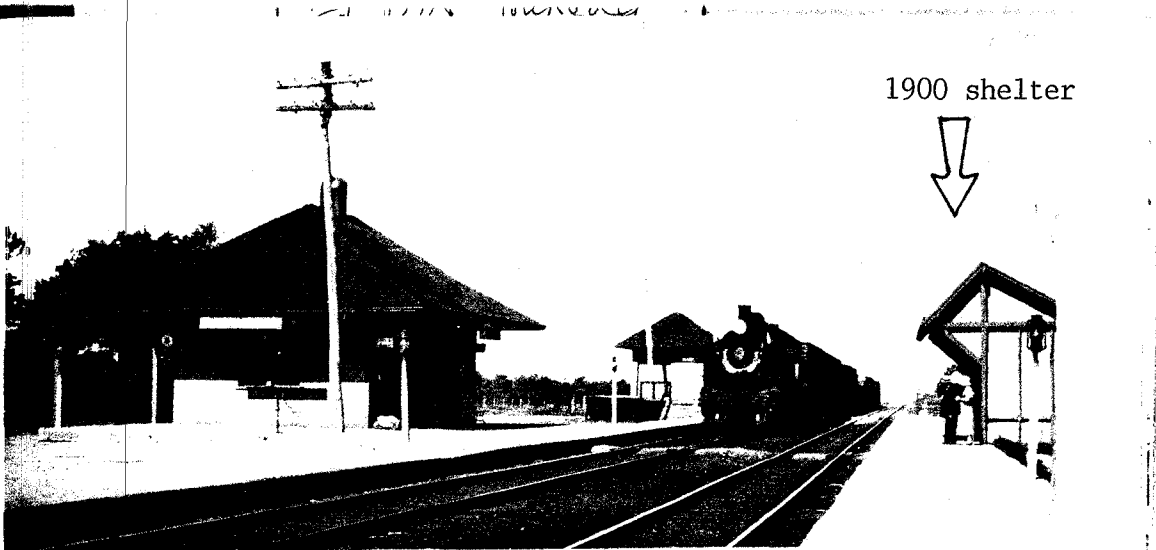


Neg. KK XXVII-14, fm. SE, showing facade under the overhang.



Neg. KK XXIV-11, fm. SE, view of 1900 shelter on the north side of the tracks.

Wettereau, Richard & Ziel, Ron. Victorian Railroad Stations of Long Island, 1988.



1900 shelter



Above: James V. Osborne, Authors' collection

If Aquebogue (page 98) looked like for all the world a bandshell, then Albertson (above left) could have been its clone in this April 26, 1953 photograph. The top-heavy station, boasting no fewer than five signs indicating that it doubled as a taxi stand, was built in 1913 and lasted until 1954, when it was razed and replaced with a nondescript shelter. Wave Crest (below left) was nestled behind a picket fence to the left of the tiny platform shed in this May 19, 1932 photo taken from the Beach 25th Street crossing. The station building was gone by 1939; trains stopped there until 1955. Great River, originally for freight only, was called Youngsport until 10 years before it first appeared in the LIRR timetable. The depot, built west of Connetquot Avenue in 1897, basked in the midday sun (above, circa 1925) as an H-556 2-3-0 lumbered by with an eastbound freight. The station went out in a blaze of glory, (right), in a 1943 fire caused by sparks from a passing G-5s passenger locomotive. A fireman wets down the embers as fellow vamps proudly display all that they could salvage — the station's nameboard. The shelter in back — of standard design dating to 1900 — survives in 1988; the last of its genre on the LIRR. In 1901, Auburndale was empty farmland. Enter the New England Development & Improvement Co., which bought the 90-acre Thomas Willets farm, and lo and behold, Auburndale the community was born. So too was its hip-roofed station, which lasted until the 1929 Utopia Parkway grade-crossing project. The wood-shingled station, minus its portico with unusual columns would live on until 1973 — first as an Episcopalian, then as a Baptist church.



Above: collection of Walter Parr

Below: James V. Osborne, Authors' collection



WORKS

c.1730, Annenkov Palace Complex, Moscow. *1732, Third Winter Palace, Saint Petersburg (Leningrad). 1736-1740, Biron Palace, Mitau, Russia. *1741-1744, Summer Palace; 1743-1757, Vorontsov Palace; *1744-1750, Anichkov Palace; Saint Petersburg (Leningrad). 1747-1748, The Cathedral of Saint Andrew, Kiev, Russia. 1747-1752, Summer Palace (renovation), Peterhof, Russia. 1748-1755, Smolny Convent, Saint Petersburg (Leningrad). 1749-1756, Grand Palace (renovation); *1750, Mon Bijou Pavilion; Tsarskoe Selo (Pushkin), Russia. 1750-1754, Stroganov Palace; 1754-1762, Fourth Winter Palace; Saint Petersburg (Leningrad). 1755-1762, Grotto, Tsarskoe Selo (Pushkin), Russia.

BIBLIOGRAPHY

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DENISOV, IU. M. 1963 *Zodchii Rastrelli*. St. Petersburg (Leningrad).
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HAMILTON, GEORGE H. 1954 *The Art and Architecture of Russia*. Baltimore: Penguin.
LO GATTO, ETTORE 1939 *Gli artisti italiana in Russia*. Rome: Libreria dello Stato.
KOZ'MIAN, GALINS KUZ'MINICHNA 1976 *F. B. Rastrelli*. St. Petersburg.
LUKOMSKI, GEORGIO 1924-1925 "Bartolomeo Rastrelli architetto italiano in Russia." *Architettura e Arti Decorative* 4:337-358.

RATTENBURY, F. M.

Born in Leeds, England, articulated to Lockwood and Mawson, Francis Mawson Rattenbury (1867-1935) emigrated to British Columbia, Canada, in 1892. Winning the international competition for the Parliament Buildings (1893-1898), Victoria, blending English neo-Renaissance with Richardsonian Romanesque, he worked extensively for the provincial government, Canadian Pacific Railway, and the Bank of Montreal, predominantly in the château and Beaux-Arts styles, exemplified by the Empress Hotel, Victoria (1903-1908) and the Vancouver Courthouse (1906-1911); his houses were mainly Queen Anne. He returned to England in 1930, and was murdered in Bournemouth in 1935.

R. WINDSOR LISCOMBE

WORKS

1893-1898, Parliament Buildings, Victoria, British Columbia. 1895-1896, Courthouse, Nanaimo, British Columbia. 1896-1897, Bank of Montreal, Government Street, Victoria, British Columbia. 1899, Bank of Montreal, Nelson, British Columbia. *1899-1903, Patrick Burns Mansion, Calgary, Alberta. *1900-1903, Hotel

Vancouver (major additions), British Columbia. 1901-1902, Cable Station, Bamfield, Vancouver Island. 1901-1903, Government House; 1903-1908, Empress Hotel; Victoria, British Columbia. 1906-1909, Courthouse, Nelson, British Columbia. 1906-1911, Courthouse, Vancouver, British Columbia. 1907, Merchants' Bank (now Bank of Montreal); 1911-1915, Parliamentary Library and Government Offices; 1923-1924, Second Canadian Pacific Railway Steamship Terminal; 1923-1925, Crystal Garden; Victoria, British Columbia.

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LISCOMBE, RHODRI WINDSOR, and BARRETT, ANTHONY A. 1979-1980 "Two Recently Discovered Drawings by F. M. Rattenbury." *RACAR* 6, no. 2:113-115.
LISCOMBE, RHODRI WINDSOR, and BARRETT, ANTHONY A. n.d. "F. M. Rattenbury." Forthcoming publication.
SEGGER, MARTIN 1976 "The Architecture of Samuel Maclure and Francis Mawson Rattenbury. In Search of Appropriate Form." *Canadian Collector* 11:51-55.

RAYMOND, ANTONIN

Born in Kladno, near Prague, Czechoslovakia, Antonin Raymond (1888-1976) graduated from the Technical College of Prague in 1910. In 1916, he emigrated to the United States where he learned about the works of ADOLF LOOS and FRANK LLOYD WRIGHT. He joined Wright's Taliesin in 1916. He went to Tokyo with Wright in 1919 to help him in the building of the Imperial Hotel. He was so interested in the simple and functional crafts and architecture of Japan that he decided to work there; he established his own office in 1920. He worked in Japan except for the war period.

His prize winning work, the Reader's Digest Office in Tokyo (1950-1952), was far beyond the Japanese level and shocked Japanese fellow architects. He was again awarded a prize in 1964 for the campus of the Nanzan University in Nagoya. His private residences, which show the influence of Japanese wooden structures, have been highly praised.

HIROSHI YAMAGUCHI

WORKS

1934, Saint Paul's, Karuizawa, Nagano Prefecture, Japan. 1951, Antonin Raymond House; 1950-1952, Reader's Digest Office; Tokyo. 1958-1961, Gunma Music Center, Takasaki, Japan. 1962-1964, Nanzan University Campus, Nagoya, Japan. 1965-1966, Shibata Catholic Church, Niigata Prefecture, Japan.

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