

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. 103-05-0082
QUAD _____
SERIES _____
NEG. NO. _____

III-19
DOY

YOUR NAME: Town of Islip DATE: August 8, 1975
Town Hall

YOUR ADDRESS: 655 Main Street TELEPHONE: (516) 581-2000

ORGANIZATION (if any): Department of Planning, Housing, & Development

IDENTIFICATION

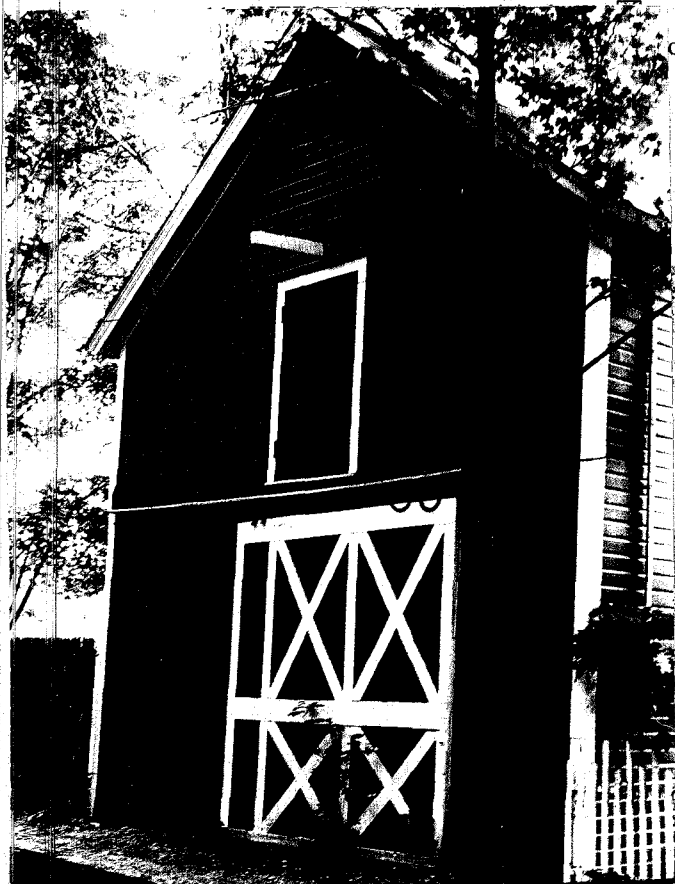
~~Stable or Carriage House~~

- 1. BUILDING NAME(S): Barn of Dr. Dietrick House in 1915
- 2. COUNTY: Suffolk TOWN/CITY: Islip VILLAGE: Bay Shore
- 3. STREET LOCATION: 22 Ocean Ave, rear ~~Ave.~~
- 4. OWNERSHIP: a. public b. private
- 5. PRESENT OWNER: _____ ADDRESS: _____
- 6. USE: Original: Barn Present: Residence?
- 7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes No
Interior accessible: Explain By appointment only.

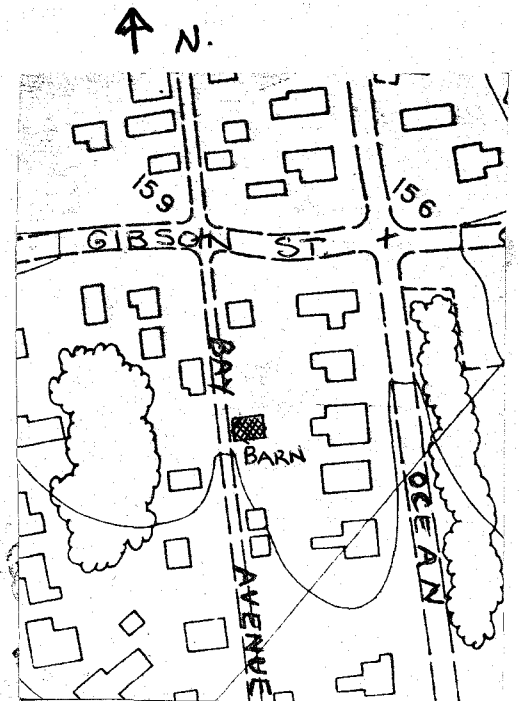
DESCRIPTION

- 8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board and batten
e. cobblestone f. shingles g. stucco other: horizontal shiplap boards
- 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
b. moved if so, when? _____
ons and dates (if known): _____



13. MAP:



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: _____
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: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)

This former barn is in a residential area which extends from Main Street to the Great South Bay. There are many houses of architectural significance in this area, particularly those from the Victorian Era. There are also a number of out buildings which were affiliated with the houses.

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

This gable roofed former barn has shiplap horizontal boards. The sliding barn door has X-shaped bracing. The second story has a door to the hay loft including the original hinges. There is a cantilevered beam above this small vertical-boarded door for hoisting hay to hayloft.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: unknown

ARCHITECT: unknown

BUILDER: unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

This is an example of the remaining farm structures of this area. While no longer used for its original purposes, it retains its original appearance, and is in excellent condition. The x-braced sliding door, and the hay loft door and cantilevered beam above are on the gable side of the structure facing the street.

21. SOURCES:

Atlas of the Ocean Shore of Suffolk County, L.I. (Westerly Section). Volume I. Amityville to Eastport Inclusive. Brooklyn & Manhattan: E. Belcher Hyde, 1915.

22. THEME:

Street Development Slow At First
Early Roads Led To Waterfront

Fifth Avenue, Bay Shore, was the chief artery northward, connecting with Thompson's Station on the Long Island Railroad.

South Country Road (Main Street) was laid out in 1733 by an act of the General Assembly, which thereby adopted the first regulation concerning public highways in this vicinity. It is safe to assume that no other streets existed then, for John Mowbray had just obtained a grant of the entire section, and it was still his estate, so far as can be learned.

The next oldest thoroughfare is hard to find. We must base our statement about this point entirely upon a study of customs in the 18th century. Maps reveal that each Islip Town settlement was made on a large cove, in order to provide a supply of fish. As Main Street was the only road, and the nearest cove Penataquit Creek (mentioned in Indian deeds), we can safely assume that the second highway was Homan Avenue, or Canal Street, as old-timers called it.

Nathaniel Smith owned an immense piece of property in Western Bay Shore extending from the bay a long distance north. Through his land ran what people today call Bay Avenue. This road crossed Main Street and continued at least half way across Long Island, perhaps even to the

Sound. Above the main highway this thoroughfare was later called Telegraph Road, leading to Thompson's Station on the railroad.

When Nathaniel Smith died on February 27, 1787, he left his farm to two sons, Philip and Walter, who divided the property by making Bay Avenue the boundary--Walter took the east portion, Philip the west. Deeds covering such transactions are amusing today, because the ancient markers mentioned are gone--for example: pear trees, fences, bars in the fence, and a walnut bush in the hedge.

Walter was the father of Treadwell, Ezra, Benjamin, and Edgar Smith, all of whom were heirs. Treadwell bought some property from his brothers and began developing it into lots for cranberries, orchards, etc. He ran a general store on Main Street. In 1865 he developed Ocean Avenue from alongside his store down to the Bay.

Meanwhile South Bay Shore Avenue (Shore Lane) had been opened down to a public dock on Penataquit Creek near the bay, where Selah Howell, a well-known boat builder, had his place of business. Aldrich Court was not laid out until many years later when it seemed advisable for the township to construct a link between South Bay Shore and Maple Avenues.

In the central section Joshua Wicks owned a vast tract of woodland, covered with tall trees. Upon his death he left property to several sons, among whom was Selah Wicks,