

SUFFOLK COUNTY  
ARCHAEOLOGICAL  
ASSOCIATION



P. O. Drawer AR, Stony Brook, NY 11790

# NEWSLETTER

REPRESENTING NASSAU AND SUFFOLK COUNTIES

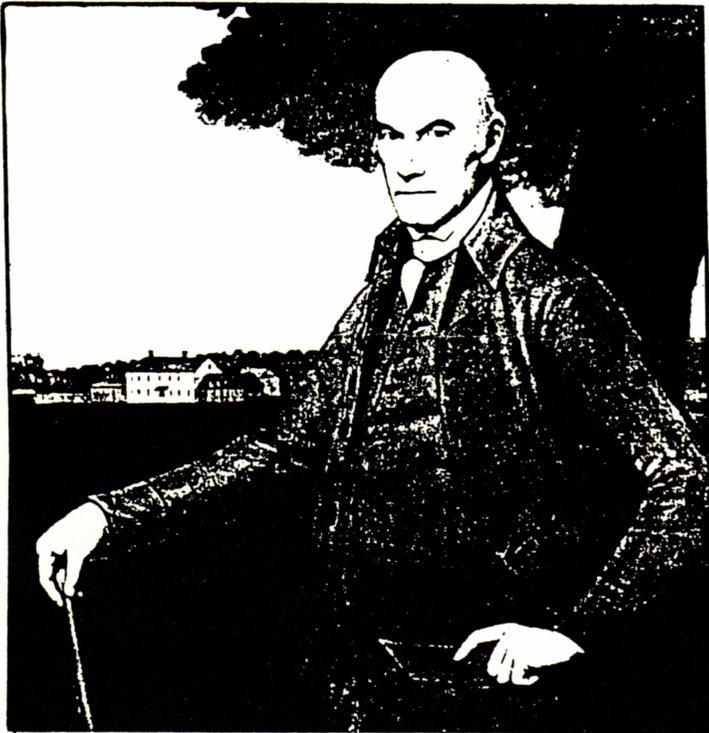
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Readings in Long Island Archaeology and Ethnohistory (Volume VII)

## THE HISTORICAL ARCHAEOLOGY OF LONG ISLAND: PART 1 - THE SITES

EDITED BY GAYNELL STONE AND DONNA OTTUSCH-KIANKA



SUFFOLK COUNTY ARCHAEOLOGY ASSOCIATION  
NASSAU COUNTY ARCHAEOLOGY COMMITTEE

SCAA is pleased to announce the publication of The Historical Archaeology of Long Island: Part One - The Sites; it being Volume 7 in our Readings In Long Island Archaeology and Ethnohistory Series.

Edited by Gaynell Stone and Donna Ottusch-Kianka, Volume 7 is a compilation of site reports from Kings, Queens, Nassau, and Suffolk Counties. The following authors contributed work:

Gaynell Stone  
Donna Ottusch-Kianka  
Sherene Baughes  
Bert Salwen  
Ralph S. Solecki  
Betsy W. Kearns  
Cecilia Kirkorian  
Charles J. Cazeau  
Sharon Cazeau  
Lynn Ceci  
Edward J. Johannemann  
Laurie Schroeder  
Paul A. Shackel  
Gordon J. Fine  
Dana C. Linck  
Stephen A. Chonko  
Kent Lightfoot  
Susan Grzybowski  
Frank Turano  
Warren DeBoer  
Paul E. Mahler  
Stephanie Rippel-Erikson

Volume 7 is available to members at a cost of \$27.20 and to non-members for \$34. Order your copy today!



SCAA AND BOCES III RECEIVE GRANT  
FROM THE N.Y.S. COUNCIL ON THE ARTS

As reported in our October 1986 Newsletter, the Arts-In-Education initiative of the New York State Council on the Arts (NYSCA) has awarded a \$10,000 grant to the cultural and educational collaboration of SCAA's Long Island Culture History Lab and Dr. Hannah Masterson's BOCES III Gifted and Talented Program. The grant is being used to develop and pilot the Archaeology and Indian Curriculum Project.

Curriculum packets on Archaeology and on Long Island Indians have been developed by Wendy Martin and Gaynell Stone. These are presently being tested by elementary and junior high school teachers throughout Nassau and Suffolk Counties. The packets will be published after pilotage.

As part of the curriculum, six to eight posters are being designed on coastal Native American topics. Two posters, "Technology," which illustrates the cultural use of stone, bone, wood, clay, and shell as Indian artifacts, and "Native Long Island," which graphically portrays the Indian presence here through sites and placenames, will be available this summer.

\$1500 NYSCA GRANT TO SCAA'S  
COLONIAL LIFE AND TECHNOLOGY PROGRAM

NYSCA has also awarded a \$1500 grant to SCAA for developing the Colonial Life and Technology Program. Fourth grade teachers from the Shoreham-Wading River School District spent five days planning the program and curriculum materials last fall. They studied historical archaeology, cultural geography, mapping, historical architecture studies, museology and education, and blacksmithing. Additional meetings are planned to review activities and materials developed by Gaynell Stone and Wendy Martin, and to place them in a cognitive levels matching framework as supervised by Todd Kelley.

SUFFOLK COUNTY CULTURAL AFFAIRS GRANT

Rita Blieberg, Director of the Suffolk County Office of Cultural Affairs, announced that the Citizens Advisory Council has awarded \$2000 to SCAA for the reprinting of History and Archaeology of the Montauk. The second printing of Volume III will be expanded to include a review of the Montauk at Brothertown by Dr. Robert A. Venables, several papers by Dr. John Strong, Samson Occom's Diary, and additional historic photographs.

A FRIENDS' DONATION

An anonymous friend of Long Island archaeology has contributed \$2000 to the SCAA publication fund. We thank you very much.

BASKET WORKSHOP



A Basketry Workshop will be offered at Hoyt Farm Park on Saturday, MARCH 14. Alice Wansor will teach the plaiting technique with bark and other flat materials. Call 543-7804 to enroll in this workshop.

COMMUNICATING WITH THE PLANT WORLD

Noted herbalist and medicine person David Winston, who was trained by Lakota and Mountain Cherokee elders, will present a discussion on traditional Native American plant lore and techniques by which to learn from plants at Hoyt Farm on Sunday, APRIL 5. Call 543-7804 for details.

VOLUNTEERS NEEDED!

Volunteers are needed to help catalogue artifacts recovered from the Pharaoh Site, Montauk. Assistance will also be needed when the analysis phase of this project begins. If interested, and willing to volunteer on either a Tuesday or a Saturday, then contact Stephanie Rippel-Erikson at (516) 473-4153.



## MARTIN C. SCHREINER

1909-1986

Matt Schreiner, a founding member of the Metropolitan Chapter of the New York State Archaeological Association, died at his College Point home on November 29, 1986. He was 77 years old.

Matt was a valued member of the Flushing Historical Society Anthropology Group. Formed before World War II, the group, consisting of Carlyle Smith, John E. Wilson, Matt, and myself, would conduct weekend field investigations at endangered archaeological sites in Brooklyn, Queens, and Nassau Counties. Though never having had the benefits of a university education, Matt was, nonetheless, well read and keenly interested in local archaeology.

Matt was the first of our group to put on an army uniform, serving in the African and European theatres. Upon his return home, Matt, like the rest of us, faced new responsibilities. He always maintained his attachment to archaeology. He undertook numerous local field investigations with Julius Lopez and Stanley Wisniewski. Matt and Stanley would later spend much time conducting research at Miller Place, Stanley's summer home.

I will miss Matt's quiet smile, his wry humor, and his companionship. His field notes are in my possession. The artifacts recovered from his field investigations, many of which formed part of the corpus of information in Carlyle Smith's doctorate dissertation, have been gifted to several museums.

- Ralph S. Solecki



EDITOR'S NOTE:

As reported in Newsday on February 14, 1987 ("It's Driving History: Landmark Designation for 34 Miles of Parkway; Southern, Northern States Excluded" by William Bunch), the New York State Parks Department announced the eligibilities of the Ocean, Loop, Bay State and Bethpage State Parkways, and that portion of the Wantagh Parkway and Meadowbrook Parkway south of the Southern State Parkway, as historic and state landmarks. The Parkways, however, still need to be formally nominated to the National Register of Historic Places. The Northern and Southern State Parkways were not included on the list because, as Newsday attributed to Julia Stokes, the Parks Department Deputy Commissioner for Historic Preservation, "they (the parkways) had been widened or otherwise changed since Moses planned them or because major stretches had been built within the last 50 years."

The following article is excerpted from "A Cultural Resource Survey Report: TRN 0.14," which was submitted to the New York State Museum in January of 1985. Bear in mind that the original paper reported on the cultural impact of proposed NYSDOT alterations to the Northern State Parkway (between Glen Cove Road and the Wantagh State Parkway). It is printed in the wake of the recent Parks Department decision.

## NORTHERN STATE PARKWAY WESTBURY, NASSAU COUNTY

EDWARD J. JOHANNEMANN and LAURIE SCHROEDER

Perhaps the most significant aspect of the Long Island Parkway system was the conception underlying its construction. When Robert Moses conceived the parkway system, "driving in automobiles had then still been thought of primarily as pleasure, a pursuit for comfortable middle-class or wealthy fathers (the only fathers who could afford automobiles) taking their families for an outing, just as driving horse-drawn carriages had been a pursuit for pleasure (Caro 1974)." Therefore, "he wanted the parkways to be broader and more beautiful than any roads the world had ever seen, landscaped as private parks are landscaped so that they would be, in themselves, parks, 'ribbon parks,' so that even as people drove to parks, they would be driving through parks (Caro 1974)."

The parkways, then, were constructed "through thinly populated suburbs or open countryside and were designed to carry only cars (Caro 1974)." In order to ensure that traffic was

restricted to private vehicles, the New York Parkway Law of 1906 was passed. It is reputed to have been the first adopted in the United States to limit or control access to public roads (Labatut and Lane 1972).

In order to administrate the acquisition, construction, and maintenance of the state parks and their parkways, Moses also proposed the Long Island State Park Commission to which then Governor Alfred E. Smith appointed Moses as president in 1924 (Caro 1974). Until the mid-1970s, the Long Island State Parkway Authority maintained the parkways in the manner in which Moses had intended. In 1977, however, Governor Hugh L. Carey transferred jurisdiction of the parkways to the New York State Department of Transportation (Mallamo and Newton 1984). The character of of the parkways has since undergone severe alterations that are not in keeping with the original Moses concept.



### SERVICE STATION

The Chevron (Score) gas station (located within the median of the Northern State Parkway) was part of the original parkway construction of the 1930s. This is one of the earliest parkway stations and one of the most carefully designed. In fact, this station was the prototype of others that were erected at later dates, and which are less sensitively detailed and proportioned than this one.

The building measures 21' (north by south) by 73' (east by west). The walls are laid in random-coursed, dressed granite which have rough ashlar surfaces. This random-coursing is in keeping with the style of the bridges which transect the parkway.

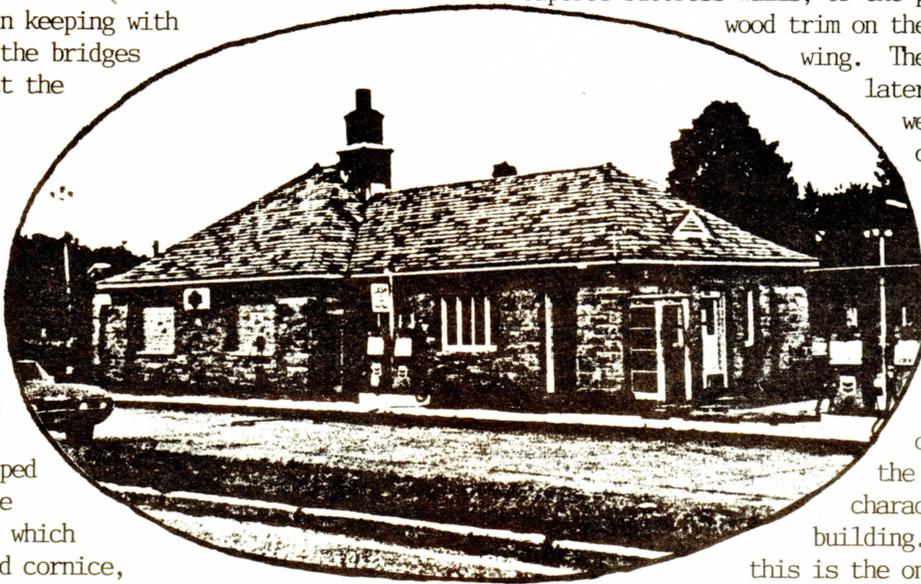
The station walls are marked by a massive buttress at each corner, which subtly tapers to the eaves. The walls are capped by a sandstone fascia, above which appears a wood cornice, painted white. Sandstone grates are used for air vents in the walls of the main building and the lavatory wing. Metal casement windows survive on the attendants' wing, but have been covered or removed from the main block.

The building is comprised of three sections: a main block, which is capped by a high hipped roof; an attendants' wing to the west; and, to the east, a lavatory wing, which bears a flat roof and was designed to resemble a pergola. Each wing is narrower than the main block, which articulates the facades. With its picturesque roofline, the whole resembles an estate outbuilding. The style is reminiscent of the English Garden suburb of the early 20th century.

The roof, which is visible to motorists, is particularly well designed. The hip portion

and its extension over the attendants' wing are roofed in several colors of extra thick slate to enhance its texture. Each course slate laid, moving up the roof line, is narrower in width than the one laid below it. This international design accents the sense of height. At the eaves, the roof curves gently outward. A stone chimney rises where the roofs intersect. The chimney is capped by a sandstone and clay chimney-pot. The ridge is created with a copper cap.

Although the parkway system has several remaining gas stations, all of which resemble this one, most of the others do not include the sandstone trim on the granite walls, the tapered buttress walls, or the pergola-like wood trim on the lavatory wing. The roofs of the later stations were made from common slate, and did not reveal the graded, variegated slate, the flattened eaves, or the copper cresting at the ridge which characterizes this building. In addition, this is the only station that retains its original chimney-pot.



### THE BRIDGES

Ten bridges are present within the project area. From west to east, these are the two at Glen Cove Road, and one each at Carle Road, Ellison Avenue, Hicks Road, Fulton Street, Post Avenue, Cambridge Avenue (the only underpass structure), Powell's Lane, and Wantagh State Parkway. All of these are single arch structures with the exception of the Wantagh State Parkway bridge, which has two arches. Like the gas station, the bridges were constructed of the same dressed granite blocks of rough ashlar surfaces.

All of the bridges were built in the 1930s as part of the original parkway construction. Due to their date of origin, method of construction, and unique design characteristics,



these, in addition to the gas station and the parkway, have the qualities of eligibility for National Register nomination.

#### ASSOCIATED CULTURAL RESOURCES

The management of the remaining lighting facilities, signs, guard rails, and medians that originated with the initial parkway construction has also been inconsistent with the Robert Moses landscape concept.

The original lighting posts were made of squared pine timbers 25' high and with a 7' single-span or 10' double-span bracketed arms. Their replacements have been 40' high metal or light wood poles with 15' spans. Justification for the replacement is safety: the new poles give upon impact (Fullam 1984).

J. Lance Mallamo, Director of Historic Services for Suffolk County, calls for the redesign of a new wood lamp post that resembles the original design. He suggests a taller, longer arm, break-away light pole designed to reinforce rather than abandon traditional parkway standards (Mallamo 1984).

The parkway signs were designed to complement the wooden lamp posts. These black signs, lettered in white, were framed in wood (Rinaldi n.d.). These were initially replaced with signs of reflectorized brown backgrounds (Lehman 1977). NYSDOT, however, abandoned these in favor of the green and white signs that are used on the Long Island Expressway.

Mr. Mallamo recommends that "large directional signs be trimmed in wood or core-ten steel to 'frame' the sign. Signposts should also be wood or core-ten. Smaller signs should be mounted on wooden posts and should harmonize in color. The use of overhead signs on the parkways should be limited to major interchanges only (Mallamo 1984)."

The original wooden guard rails are being replaced by metal weathering steel (Fullam 1984). Concrete or cable-and-steel dividers are installed when wooden guard rails divide opposing traffic lanes (Fullam 1984). This revision is necessitated by safety.

Mr. Mallamo believes that "concrete medians are an acceptable alternative to the wooden guard rail. Guide rails should continue to be constructed of core-ten with wood posts. Existing wood guide fencing along the parkways should be allowed to remain unless sections are in poor condition or require core-ten replacement. Even then, fencing near overpasses should be allowed to remain behind the core-ten installation (Mallamo 1984)."

NYSDOT's alterations to the parkway and its associated features (i.e., lights, signs, guard rails, and medians) have not been, to date, in keeping with the original Robert Moses 'parks' concept and, therefore, consultation relative to their perpetuity and integrity should be required in the planning process. Nomination to the National Register of Historic Places would ensure this.

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CALL FOR PAPERS!



A future volume in the SCAA Readings in Long Island Archaeology and Ethnohistory Series will be devoted to Marine Archaeology around the shores of Long Island. The editors, Don Crane,

Henry Moeller, and Donna Ottusch-Kianka, will consider papers from the western Massachusetts, Rhode Island, Connecticut, New Jersey, and, of course, the New York coastal areas. Please submit papers to: Don Crane, 23 Garden Drive, Fairfield, Connecticut 06430.

CALL FOR NEWSLETTER ARTICLES!

The SCAA Newsletter seeks articles on archaeology, ethnohistory, and historic preservation. All who are interested in publishing a paper should send articles to Don Crane at the address cited above.

ARCHAEOLOGICAL FIELD SCHOOLS

The New York University Historical Archaeology Summer Field School will be held between June 8 and July 24. Bert Salwen and Toni Silver will direct excavation at the Henry Lloyd Harbor House in Lloyd Harbor, New York. Students who require housing may stay on the campus of Friends World College in Huntington.

SUNY Stony Brook, Queens College, and Suffolk County Community College will collaborate on an Archaeological Field School between June 1 and July 3. Kent Lightfoot, James Moore, and Bob Kalin will conduct work at mid-Brookhaven sites. Housing accommodations may be arranged at the State University of Stony Brook campus.

DEC AND DHP HEARINGS

SCAA Board Members testified last month in DEC and DHP hearings over the interpretation of the Environmental Quality Bond Act of 1986. While the legislation mentions the protection of historical and cultural resources, its language is vague to whether intent extends to include archaeological sites.

A NEW PUBLICATION

The Long Island Studies Institute, a cooperative venture of Hofstra University and the Nassau County Division of Museum Services, has announced the publication of To Know The Place: Teaching Local History (edited by Joann P. Krieg).

Natalie A. Naylor, Director of the Long Island Studies Institute, has this to say of their first publication: "This booklet includes three papers from our conference last year on Long Island Studies which we thought would be particularly useful to teachers and educators. Although the specific examples are drawn from Long Island, the general suggestions on teaching local history are more broadly applicable (personal communication 1986)."

To Know The Place is available at the Hofstra University Bookstore and local museums for \$4.95.

UPCOMING CONFERENCES

The 52nd Annual Meeting of the Society for American Archaeology will be held between May 6 - 10 in Toronto, Canada.

The Long Island Studies Institute will present "Suburbia Reexamined" at Hofstra University on June 12 and 13. Call Jo-Ann G. Mahoney at (516) 560-5669/5670 for details.



Fragment of purple wampum belt

PUBLICATIONS OF THE SUFFOLK COUNTY ARCHAEOLOGICAL ASSOCIATION

		Non-Members	Members
READINGS IN LONG ISLAND ARCHAEOLOGY AND ETHNOHISTORY:			
Volume I	Early Papers in Archaeology	\$10.00	\$ 8.00
Volume II	The Coastal Archaeology Reader	\$20.00	\$16.00
Volume III	The History and Archaeology of the Montauk Indians	\$20.00	\$16.00
Volume IV	Languages and Lore of the Long Island Indians	\$20.00	\$16.00
Volume V	The Second Coastal Archaeology Reader	\$22.50	\$18.00
Volume VI	The Shinnecock Indians: A Culture History	\$30.00	\$24.00
Volume VII	The Historical Archaeology of Long Island: Part One - The Sites	\$34.00	\$27.20

STUDENT SERIES: THE INDIANS OF LONG ISLAND:

Booklet #1	A Way of Life: Indians of Long Island: Prehistoric Period: Paleo - Archaic - Woodland: 12,000 to 3,000 Years Ago	\$ 4.00	\$ 3.20
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SCAA NEWSLETTER Volumes 1 - 12 (Back Issues): \$ 5.00      \$ 4.00

All publications may be purchased from SCAA at the prices indicated. SCAA prices include postage paid for handling and delivery. Publications may also be purchased from local museums.

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SCAA MEETINGS are held at Hoyt Farm, located on New Highway in Commack, New York. The Education Committee meetings begin at 7:00 P.M. and the Board Meetings are held at 8:00 P.M. The next meeting will be held on March 12, and subsequent meetings will be on April 9 and May 7. EVERYONE IS INVITED!

----- MEMBERSHIP APPLICATION -----

Membership in SCAA includes a copy of the Newsletter and a 20% reduction in workshop and publication costs. All contributions are tax deductible.

STUDENT (up to age 18)	\$5	INDIVIDUAL	\$10	FAMILY	\$15
SUSTAINING	\$25	CONTRIBUTING	\$50	PATRON	\$100
				LIFE	\$200
NAME	_____			DATE	_____
ADDRESS	_____			ZIP CODE	_____
PHONE NUMBER ( )	_____			ARE YOU WILLING TO VOLUNTEER?	_____

Please send check and application to: SUFFOLK COUNTY ARCHAEOLOGICAL ASSOCIATION  
P.O. DRAWER AR, STONY BROOK, NEW YORK 11790