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**Hudson Valley
Vernacular Architecture**
is a not-for-profit corporation formed
to study and preserve vernacular
architecture and material culture.

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Newsletter

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This Hurley house is a National Historic Landmark. George Washington was given a public reception here. The Southeast room was built in 1708. The HVVA team visited on August 18, 2007.

From the Editor

Over the past few months of summer we have enjoyed many fruitful HVVA outings. We have seen many familiar features and a few unique ones during our study tours. As the seasons turn we will be posting some of these interesting findings in the newsletter and on our website (HVVA.org). John Stevens reports he has several articles in the works! This month you'll find yet another installment of Ulster County Barns, by Greg Huber, the conclusion of which will be printed in the November issue. It is with grateful appreciation that we receive written works, photos, and drawings from our members. We must also take time to thank the many generous home owners who have given us all the chance to enter into their homes, for allowing us to climb into their lofts and crawl through their cellars; all in the hope that one day we'll be able to say we have documented all the existing Hudson Valley vernacular architecture. Thanks and appreciation goes to these home owners who have helped in fulfilling HVVA's vision; without their assistance our work could never be completed.

As the summer comes to a close the educational opportunities abound for our members. Our September 15th meeting will be held at the Mount Gullian historic site commencing with a talk by John Stevens at 1:00 pm. There are many other Dutch influenced sites in the vicinity which have special events planned for that Saturday. A complete list is included in our events listing on the last page of this issue.

There will be no formal HVVA study tour organized for September, but I hope our membership will enjoy the many opportunities offered on that day by visiting the programming put together by these other listed organizations. In October, our study tour take on a new twist. The tour offers a chance to view many historic houses and buildings worked on or designed by Kingston's Myron Teller (1875-1959). Normally our tours are free and are only open to our paid membership. However, several members have been working hard with the Friends of Historic Kingston to open our October tour to the public and also to use the opportunity as a fund raiser. This tour looks like it will be very memorable; one you won't want to miss out on. It is the first tour HVVA has ever sponsored of this magnitude. We are greatly indebted to Prof. Williams Rhodes for his many hours of scholarship, which will surely prove interesting and educational for all who attend. I encourage you to sign up fast as space is very limited. All we need for success is your participation! More details are included inside this issue.

Happy reading everyone, and remember the best members are our active ones, so see you in the field!

Rob Sweeney – HVVA's sheepdog

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True U-Barns of Ulster County (Part 2)

by Greg Huber

Besides the two U-barns discussed in the first article (namely the Bogart and Palen barns) which are the only two of true form type, others of the general U-barn class that may be called variant U-barns have survived in Ulster County, New York. In that article, a third barn, located at the Henry Snyder homestead was briefly referred to. It will be more fully discussed in this second article. A review of the general characteristics of the U-barn class will be given. Variant U-barns appear not only in Ulster County, but are occasionally seen in certain other counties where Dutch-American barns were constructed. Other variations are discussed of wagon entry modes in other barns that either have only one end wall wagon entry or entries at one end wall and one side wall. These last barns are not of U-type.

U-barns, as a general class of construction, have only one main wagon entrance which appears at the end wall usually closer to the homestead house. The last or "far" end wall has no wagon entry. This characteristic is born of the fact that the last bay was surrounded by an inner bent that had either a low tie beam and/or posts that prevented hay wagons from entering the last bay. Subsequently, hay wagons exited the barn at the end wall that they entered. In these barns, the two side aisles and the last bay which the wagons never

traversed form the letter U. In barns that had low positioned ties, there may have been provisions for the stabling of farm animals; which possibly included cows. In U-barns, the last bay, most often several feet longer than each of the other bays, was frequently for crop storage from a height of about six feet above the tie (if present) to near the roof peak. The last bay, as stated, never saw normal hay wagon traffic as seen in the classic three-aisle full drive-through barns that had two main end wall wagon entries. The entry and exit of hay wagons in full drive-through barns is self-explanatory but the exact manner in which hay wagons in U-barns did exit, or were prepared for exiting, may never be known. The naves in these U-barns were very likely not wide enough so that wagons could fully spin around with horses hitched and then simply exit the barn. It may be that farmers circa 1810 or later realized that a more complete use of the last bay could be had. Perhaps they simply instructed timber framers to construct the last inner bent that allowed the last bay to have particular uses. Farm economies started to radically change in the second or third decade of the nineteenth century. The appearance of certain agricultural practices was the order of the day. It was then that U-barns started to appear more often.

Circa 1825 Henry Snyder variant U-Barn is in the Mount Marion area of northern Ulster County. This three-bay barn has an extremely unusual open bay at far end of barn. Side wall close to farm lane is a remarkable 24 feet in height.



It should be noted that certain variant U-barns may well have appeared on the cultural landscape to a particular degree independent of each other. That is to say, certain farmers and builders of these special use barns, may not have necessarily known of, or were influenced by, other farmers who utilized barns of the variant U-type. To whatever degree, there may have been an independent evolution of certain barn floor plans and details of construction. Other barns of U-type built more than 175 years ago may have disappeared and their precise lay-out and much less their utility will never be known.

All the barns both extant and now gone contributed to the overall lexicon of barn expression and use. Barns still present may offer us only a relatively small glimpse into the overall variability of the manner in which particular farmers sought solutions in building their barns to achieve economic success in the age after about 1800.

Henry Snyder Variant U-Barn

In the first article, it was mentioned that the Henry Snyder barn near Mount Marion appears to have an open bay at its far end which disqualifies it as a true U-barn. The Snyder barn should be considered only as a variant U-barn. The barn is circa 1825 and of three bays. The exterior dimensions are: 40 feet at each end wall and 44 feet at each side wall or four feet from having square dimensions. The nave is 18 feet wide and each side aisle (eave wall) is 11 feet wide. One of the outstanding traits of the barn, irrespective of the distinctive last inner bent and bay, is the pronounced disparity in side wall heights – 18 feet at the one side and a remarkable 24 feet at the other side. The barn was built into a bank, thus affording a basement area under the one side aisle, a rarity in Dutch related barns. The slope of ground accounts for the greater height of the side wall at the one side of the barn.

The anchorbeam of the last inner H-frame appears at the normal height, but is only 9 by 8 inches at its mid-point.

Anchorbeam tenons do not extend; indicative of the general age of construction.

The pronounced similarity with the Bogart and Palen barns is the presence of threshing floor-like doors at the last inner bent. Below the anchorbeam in the Snyder barn however, are right and left door halves, each consisting of upper and lower door sections for a total of four door halves. Thus doors appear from floor to soffit of the normally placed anchorbeam. Therefore, unlike conditions seen in the



Circa 1825 Henry Snyder variant U-Barn is in the Mount Marion area of northern Ulster County. **Above:** View of rare original double side by side threshing floor like doors of the last inner bent. Doors swing into the middle bay of barn. **Below:** View in the far bay that was open to the exterior that apparently allowed hay wagons to back up to the doors that are in line with the last inner bay. At the left edge of the original door is the original mittlemanse or middle-man post that brought the right and left door halves together and held in place.



Bogart and Palen barns, no transverse tie beam appears below the anchorbeam. All four door sections swing on metal hinges (with no distinctive Dutch nail pads or pancake disks) which permit the doors to open into the middle bay. Each of the four door halves consists of seven vertical front boards with double horizontal battens and one diagonal batten at their rear faces. A substantial and rare 4 by 4 inches original middleman post that engages the mortise in the soffit of the anchorbeam survives. The outer edges of the door posts are separated by a little over 11 feet. The dirt floor of the far bay appears about 18 inches below the level of the original threshing floor seen in the first two bays.

(This is a correction of the statement in the first article which says "...whose last bay has a floor that is about even with the threshing floor level.")

The precise utility of the last bay is difficult to discern but it may well have been that since the far end wall was open between the H-frame posts, loaded hay wagons backed into the far bay from that end of the barn (closer to the homestead house) and then unloaded its contents to be distributed into the barn. Thus, in this possible scenario the Snyder barn may have had two end wall wagon entrances, but the barn obviously did not have full drive-through status. The one angled wall

of the rare intact granary actually forms the angled side wall of the open last bay. In any case, the barn was distinctly different in its construction and fine details (as far as the last inner bent and last bay are concerned) than that seen in the Bogart and Palen barns. It happens that the Ratner three-bay three-aisle barn (see below) in western Marbletown near Lyonsville may also have an open end bay, but its details of construction in a number of respects are quite different from that seen in the Snyder barn.

The Snyder barn has a few other rare traits. The first trait sees a possibly unique granary room in the side aisle of the far bay that has an angled inner wall such that the opposite walls differ in length by 3 feet. The angled wall is covered with original horizontal boards secured with regular cut nails. The ceiling height is 7 feet. Another very unusual or perhaps unique trait is the presence of what appears to be a raising hole about 12 inches below the level of the anchor-beam in the far end bent! The hole might have functioned as something other than a raising hole. It should be noted that the barn has a full complement of raising holes. There are actually double holes per H-frame post. Top holes are about 5 feet below the tops of the posts and lower holes vary 7 to 12 inches above the anchorbeams. Verdiepingh is 12 feet.

The Snyder barn is an excellent example of a structure (of the third or possibly fourth decade of the nineteenth century) that demonstrates very distinctive adaptations in its construction that allowed it to fulfill the specific needs of one farmer in the northern area of Ulster County. Overall, no other barn in the entire county has traits as seen in the Henry Snyder barn.

Other Ulster County Variant U-Type Barns

Ulster County has a few other barns that generally fulfill the requirements of variant U-barns. They appear to have, in their original conditions, only one end wall wagon entrance. None of them have main large doors at their last inner bent as do the three barns discussed thus far – the Bogart, Palen and Snyder barns. As expected, none of the variant U-barns has full drive-through status. All variant barns have special use end bays. The variant U-barns are not concentrated in any one area in Ulster County. Not all variant U-barns that appear in the county are discussed in this article.

Vandemark-Ratner Variant U-Barn

At the Vandemark homestead near Lyonsville is a three-bay barn that might be considered a variant U-barn. The barn was built 1810 to 1820. Exterior dimensions are one foot shy of square with end walls are 41 feet 8 inches and side walls 40 feet 8 inches. The center aisle is 21 feet 3 inches and side aisles are 11 feet and 10 feet wide. The last inner bent has associated threshing floor-like doors with four halves very similar to those seen in the Snyder barn. At the side of these doors on the bent is horizontal board sheathing much like those seen in the Palen barn (see first article). Again it is difficult to know the manner in which the last bay functioned, but the floor area may well have been for stabling.

traits indicate a square rule era barn. Nothing in it suggests a construction date near the turn of the nineteenth century. Rafters are all round poles except for most of the end wall rafters that are hewn. Interestingly, as the barn is so wide, the rafter pairs in most cases (except for the end wall rafters and two rafter pairs in the middle of the roof) are actually double ones at each roof slope. That is, at each roof slope a pole (rafter) extends from the ridgeline to a bit below the purlin plate and then another pole (rafter) extends from a bit above the purlin to the wall plate. Accordingly, the bottom few feet of the top rafter lies immediately adjacent to the upper few feet of the lower rafter. Thus it could be said that each rafter pair actually consists of four rafter pole lengths. This condition is almost unique



Elmendorph Barn - This variant U-barn that may be circa 1850 near High Falls in Ulster County is the widest of any known extant three-aisle barn in the entire Dutch barn realm. The exterior weather-boarding at the facing gable wall is likely original. The cavernous interior has a unique structure.

Elmendorph Variant U-Barn near High Falls

The Elmendorph barn at the south side of Route 213, not far from High Falls, in Rosendale may have been built as late as 1850 as a date affixed at the near end wall may attest to. Although built very late, the barn is remarkable in its own right. It is a bank barn as it is built into a distinct slope of ground. It is of four-bay construction and is of very large dimensions. The width, at 56 feet 3 inches at each end wall, is the widest of any known extant three-aisle barn in the entire Dutch-American cultural area. Its length is 54 feet 3 inches. The width of the central nave is average at about 24 feet but the side aisles, each at 16 feet, are the widest of any side aisles in any Dutch related barn. All timber connections and other

in three-aisle barns. All H-bents have upper tie beams but again, as the barn is so large, the middle bent actually has two "upper tie beams" and this condition is also unique. Most structural members are oak but there is an admixture of pine timbers. Most often pine is not seen in Ulster barns except occasionally in the northern half of the county. Curiously, none of the anchorbeams have extended tenons (as expected for a late date barn) except for one tenon of the middle bent that extends a long 19 inches and is double wedged. This specific tenon extension is for greater strength at the mid-point of the barn much as the middle bent has double "upper tie beams" for greater stability.

The first three bents have normal timber dispositions but the last inner bent is much modified in its appearance. The



Circa 1820 Brink-Muller variant U-Barn is about one mile south of the Henry Synder barn in the Mount Marion area of Ulster County. This barn is of four-bay construction where the last bay is decidedly longer than the other three individual bays in the barn. This is a view of the far end wall with non-original wagon doors that were likely installed near the end of the nineteenth century.

anchorbeam is placed at a normal height but there are two symmetrically and almost centrally positioned posts set seven feet apart. Each post appears about seven feet inside the H-frame posts. These posts obviously preclude a full wagon drive-through status. At points on the posts about seven feet from the floor are longitudinally oriented ties that extend to the far end wall. These posts are attachment points for longitudinal walls in line with the ties. The walls, which consist of 6 to 12 inch wide boards, create an alley from the last inner bent to the far end wall where an original door opening to the exterior appears. At the middle of both walls are original angled and sheathed "boxed-in" shoots that are three feet high with doors that were opened for possible depositing of farm produce for either animals below (in basement) or possibly for distribution outside the barn. Other scenarios are possible. This last, or far bay, is 18 feet long while the other three bays vary in length from 11 to 12 feet long. Another alley, transversely oriented, whose one wall is in line with the last inner bent that appears in the one side aisle at the "left", has three doors. One door leads to the rest of the one side aisle. Another door leads to the basement while the third door that actually forms part of the one side wall leads to the exterior.

In the basement, a solid stone wall appears under the last inner bent. In the area of the basement under the last bay, some farm animals were possibly stabled

or temporarily placed. All ceiling joists are large round pole logs. The joists are tenoned into the spliced floor sill that sits atop the solid stone wall.

The Elmendorph barn is, of course, a very special use barn and fit very particular needs of a farmer in the middle of the nineteenth century in the mid Ulster County region. In total, no other barn in any Dutch settled area even remotely approaches the exact construction and fine points of fabric and detail as seen in the Elmendorph barn.

Sahler Barn in Rochester

The Sahler three-bay barn at the northwest side of Route 209 in Rochester was built 1800 to 1810 or perhaps even a bit earlier. Thus the barn may be, except for the Bogart barn, the earliest U-type barn in the entire county. There is a quite short *verdiepingh* of only about 5 feet. Normally barns with such short post extensions (above anchorbeams) often predate 1780. The last inner bent has a full nave width tie beam only about 6 feet from the floor. Sapling poles, a few of which may be original appear from this tie to a like positioned tie at the far end wall bent. Above the poles were placed farm crops. Thus, the barn does not have full drive through status and only one end wall has the normal main threshing floor doors.

Other traits in the barn include hewn H-frame and purlin (long) braces. The anchorbeam to post junctures are square shouldered. Inner anchorbeams

are medium sized at best at about 14 inches in height at their midpoints. There were originally no upper tie beams at either end wall bent which is a distinct oddity. The superb circa 1760 Wemple barn near Schenectady shares this trait. The Sahler barn is, in general, in very fine condition.

Muller-Brink Barn in Mount Marion

A barn about one mile south of the Henry Snyder barn on Schoolhouse Road is of four-bay construction. It was likely built 1810 to 1820 but is a definite scribe rule era barn as two-foot scribe marks on the anchorbeams attest to. Exterior dimensions are about 40 feet wide at each end wall and 42 feet at each side wall. Nave is just over 20 feet and each side aisle is about 10 feet wide. Anchorbeams are medium sized and tenons do not extend. The second inner anchorbeam is 16 inches in height at its mid-point. Sapling poles (*tasliger* in Dutch) that are possibly original appear over the anchorbeams in the first two bays. *Verdiepingh* is about medium in length at 7 feet. Purlin braces are hewn and attached a little less than half way down the H-frame posts. All rafters are hewn.

The first three bays are each about 9 feet long and the last bay is much longer at a little over 14 feet. The last inner bent had a full nave width lower tie beam at about head height but about 75 % of the tie was removed at one point. Thus originally, the barn did not have full drive through status. In addition, the far end wall bent besides having a normally placed anchorbeam also had a low positioned tie at about head height of which more than 50% was removed. These traits and the long last end bay indicate that the barn was originally a variant U-barn. In the far end bay, the floor where original planks survive is only about two inches below the level of the original threshing floor in the first three bays. Sapling poles very likely stretched above the two low positioned ties above which farm crops were placed. It is difficult to say what the function of the last bay was below the lower tie beam. Later, in serving a more modern accommodation, the two partly ripped out tie beams indicate that the original utility of the barn became outmoded. It was then that far end wall main wagon doors were inserted. In general, the barn is in good condition.

Barns with a Side Wall Entrance

At least two other barns in Ulster County that do not have full drive-through status



Circa 1820 Brink-Muller variant U-Barn. View of the cut off far end wall lower tie beam that then permitted full wagon drive through status in the late nineteenth century. The cut off tie meets the left post of the wagon doors at the right.

apparently have original condition side wall entrances. One of these barns actually no longer stands. There may have been other such barns in the county. These barns should not be categorized as U-barns as the letter U is not actually formed with the side aisles and last bay as is normally seen, since side wall entries are present. However, the two barns share certain traits in common with true and variant U-barns and are a product of the innovative age of the first few decades of the nineteenth century. They are discussed here to illustrate part of the broad array of solutions that timber framers and farmers arrived at in coping in the era where new farm practices were almost commonplace. In these barns, only one wagon entry was included at one end wall.

Crispell Lane Barn in Gardiner

A barn that appears very near the Walkkill River in Gardiner is of four-bay construction and has normal sized wagon door entries at both the near end wall (closer to the 1831 frame house) and the one side wall (closer to the main farm lane or barn yard.) The side wall entrance that is in line with the third bay is original. The barn is strictly of the square rule era and is circa 1825 or perhaps even somewhat later. The exterior dimensions of the barn are 50 feet 3 inches at each end wall and 52 feet 3 inches at each side wall, being only two feet from square. Nave is an even 25 feet wide and one of the side aisles is a wide 12 feet. Each bent has an upper tie beam. Verdiepingh is 12 feet. One inner anchorbeam approaches 18 inches in height at its mid-point. Anchorbeams lack extended tenons as expected. H-frame braces are milled. Except perhaps for the size of one anchorbeam, these last few traits attest to the barn's late date of construction.

Three of the bays are about 11 feet long while the far end bay is about 17 feet long. At the far end wall, below the mid-point of the anchorbeam, an unusual large vertical post appears which of course precluded the inclusion of main wagon doors at the far end wall. In addition, a rare three foot high mow-stead like wall appears in line with the last inner bent. The wall is sheathed with horizontal boards secured with cut nails that have square heads. Thus, hay wagons were denied full access through the entire length of the barn. Wagons instead made an "L" shaped movement from the near end wall through the first three bays, turned left and exited the side wall. Movement in the opposite direction may have also been utilized.

Albany Post Road Barn

A barn of Dutch type was formerly located on Albany Post Road in the Libertyville area southwest of New Paltz. The barn was immediately across the road from the extant 1820s DuBois two story brick house. This barn was circa 1810, but it burned to the ground on the night of June 1st 1977. It was visited a number of times, but its fine structure was not closely examined. It was likely of three-bay construction. The south facing end wall retained its original classic type wooden hinged threshing floor doors. The extreme oddity of this barn was that doors with the same type wooden hinges appeared on the side wall that faced the main road. It is not known if these doors were original

to the position or were taken from the opposite end wall. It would appear likely that these big wagon doors formed a part of the original fabric of the side wall. If this was the actual case, the far end wall appeared without any main wagon doors. Fortunately, a number of exterior photos were taken of the barn, but none on the interior. Don McTiernan took interior shots of the barn in the mid 1970's. A remnant charred timber was saved and may some day may be dendrodated.

Other U-like Barns in Ulster County

Not all Dutch related barns in Ulster County have been examined so closely that certain barns could be basically included in the general U-barn category if certain criteria were met. However, the Work barn at the Graham homestead near the Walkkill River just outside the village of Walkkill is very likely a U-barn. The far bay is decidedly longer than all other individual bays. Further studies should be done on other possible U-barns in Ulster County.

Variant Barns with One End Wall Wagon Entry in Other Counties

Non full drive-through with single end wall wagon entrance barns appear in counties other than Ulster County. Schoharie County is an outstanding example of an extensive area that has such barns which should not really be considered as variant U-barns. At most they may be called

Six - Circa 1825 Crispell Lane four-bay barn in Gardiner in southern Ulster County has an original side wall entrance. This barn has a long far end bay with a substantial mid-point vertical post below the anchor beam in the far end bent that prevented full wagon drive-through. Wagons made an ell shaped movement in barn.



variant-like U type barns. Many, or perhaps even most, of the classic three-aisle barns in this county had only one main wagon entrance. However, in these barns, the last inner bent that was adjacent to the last or far bay often does not appear to be so modified in their construction that it was much different from the other bents in the barn. In other words, it appears that wagons could traverse almost the entire length of the barns, unlike the conditions seen in the U-barns of Ulster County where no wagon traffic occurred at all in the last bay. Therefore, strictly speaking, these barns are not variant U-barns.

For example, in the circa 1820 three-aisle four-bay Tryon barn in Hyndsville off Route 10 a few miles west of Cobleskill in Schoharie County, the far gable wall originally had four wall posts (studs) between the anchorbeam and the floor that originally prevented wagons to exit the far end wall. Perhaps 20 to 40 years later, a side wall entrance English type three-bay barn was erected adjacent to the far gable wall of the three-aisle barn. Two wall studs below the anchorbeam were then removed so that, at least theoretically, hay wagons could have moved the entire length of the three-aisle barn and then proceed into the English barn and out the far side wall. If the last inner bent in the three-aisle barn were so constructed like the U-barns in Ulster County, then the full theoretical drive-through status in the two adjacent Tryon barns in Hyndsville could never have been effected by only the removal of two wall studs.

The last inner bents in Ulster County barns would have to have been significantly altered to permit drive-through status as seen in the Tryon barns.

Other variations of non full wagon drive-through barns that had special uses of the last inner bay (or two bays) exist in Schoharie County; such as the well known rare six-bay circa 1815 re-located Bruno Deertz barn south of Middleburgh. Here the fourth inner bent had double anchorbeams, the lower of which was about six feet from the threshing floor. This massive lower two-foot thick anchorbeam along with the lowered anchorbeam in the last inner bent was a staging area for placement of farm crops. Only one wagon entry was included in the original fabric of the Deertz barn. Several miles southwest of Middleburgh, a long four-bay barn with only one wagon entrance is seen. The last inner bay is a very long twenty feet and was very likely used exclusively for crop storage from floor to roof peak. The barn



Seven – Circa 1830 Work barn in Wallkill area of extreme southern Ulster County is a likely variant U-barn with a long far end bay. This barn despite its late date of construction has almost classic proportions.

is circa 1820. Another barn, (Fitchen number 21, circa 1790), is a rarity for Schoharie County in that it appeared to have had two end wall wagon entrances. The last inner H-frame had original wall studs secured with wrought nails that appeared below the last inner bent's anchorbeam thus preventing full wagon drive-through status. The anchorbeam of the far end wall bent had a mortise or hole for a middle man post indicating that the far end wall also had a wagon entrance. Anchorbeams were great in size and of pine, the common wood (but not exclusively so). One end wall had its original wide weather-boarding secured with wrought nails. The barn, largely intact in 1991 when it was documented, is mostly ruinous today. It was one of the very best Dutch related barns in the entire county.

Farther south, the Bronck four-bay barn in the Coxsackie area of Greene County, (Fitchen barn number 38) is of circa 1815 construction. The last inner bent has a low positioned tie beam that prevented hay wagons a full drive through status. Farm crops were placed above the level of the low tie.

Going south into central New Jersey, a circa 1810 four-bay barn in Somerset County south of the Millstone area on the west side of Route 533, has a special use far end bay. The last inner bent has a much lowered tie beam above which were placed farm crops. It can not be said with absolute certainty if small farm stock were

placed below the level of the tie. As it does not have full drive through status, it may be considered a variant U-barn. Fitchen likely saw this barn in April 1965 when he examined the excellent circa 1790 four-bay Van Doren barn in nearby Millstone.

Summary

U-barns both of true and variant types are in distinct contrast to the pure classic three-aisle double end wall wagon entry type barns. It would appear that the classic barns abounded in numbers during most of the eighteenth century, but as the century came to a close, new barn types were emerging as newly developing farm economies were just starting to rear their heads in rural environments. Some experimentation was being entertained by certain farmers and constructions in certain barns, as a result of this experimentation, may still be seen; especially in Ulster County. Although, as Helen Reynolds said in her classic book on early Dutch houses, Ulster was likely the most conservative of Dutch settled areas, that is not the case as far as barn architecture is concerned. Timber framers and farmers were not reluctant to try new modes of construction after about 1800 and U-barns are actually just one general type of expression seen among others erected in the era a decade or two after the end of the Revolutionary War. It may be that Ulster County has the broadest array of Dutch barn expressions seen anywhere in the Dutch-American cultural area.

Hortus

Plant a bulb, celebrate the Dutch heritage!

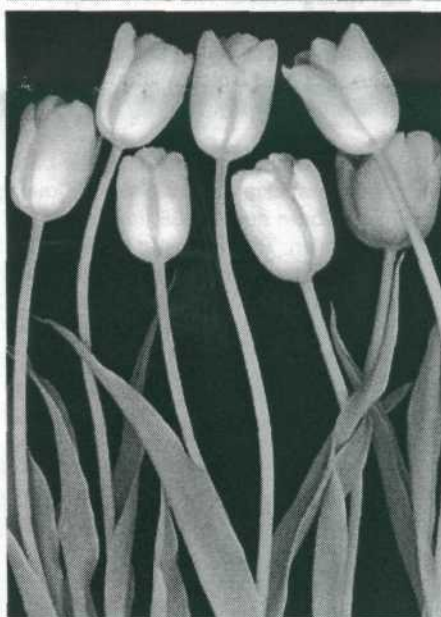
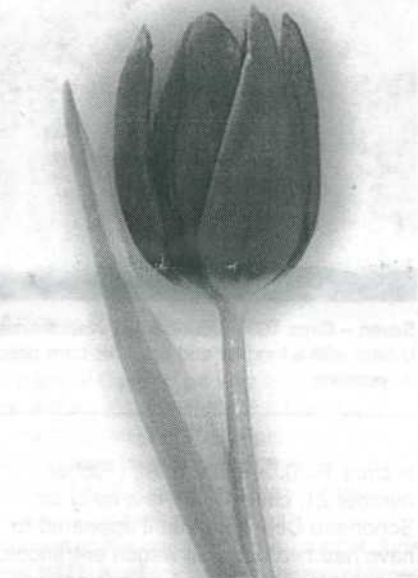
Each spring thousands of tulips blooming in a myriad of colors and varieties beckon people to Holland. Residents and visitors delight as the landscape becomes awash in the bright colors and dramatic flames of these spectacular flowers.

In celebration of Ulster County's rich Dutch heritage, Ulster County Legislature Chairman David Donaldson and other legislators are encouraging people to buy and plant bulbs this autumn in the hope of seeing vibrant fields of flowers come spring.

"With our rich soils, scenic landscapes and active, outdoor lifestyle, I believe Ulster County is the perfect place to duplicate the spectacular bulb fields found throughout the Netherlands in springtime. As we get ready to celebrate the 400th anniversary of Henry Hudson's trip up the river in 1609 from Manhattan to Albany, I can think of no more fitting tribute than to dot our landscape with the brilliance of thousands of Dutch tulips in full bloom," stated Donaldson.

Rick Remsnyder, director of Ulster County tourism, believes planting these easy-to-grow flowers which are universally recognized as a harbinger of springtime could be a tourism bonanza.

"As our entire region begins to gear up for the Hudson-Fulton-Champlain Quadra-centennial



celebration taking place throughout the valley in 2009, these bulbs will be a visual reminder of our rich Dutch heritage and history. Our magnificent landscape, especially in the fall foliage season, is already a huge tourism draw. Painting our hills and valleys with the blazing colors of tulips in full bloom will only enhance Ulster County's reputation as Scenic Destination," Remsnyder stated in a press release.

The tulip was originally a wild flower grown in Central Asia. It was cultivated by the Turks as early as 1000 AD. Their name comes from the Turkish word "tulbend" which means turban. They were introduced to the Netherlands in the 1590s by Carolus Clusius, a famous biologist from Vienna, when he became the director of the Hortus Botanicus, the oldest botanical garden of Europe, in Leiden. Tulips are easily grown in all types of soil but good drainage is essential to prevent rot.

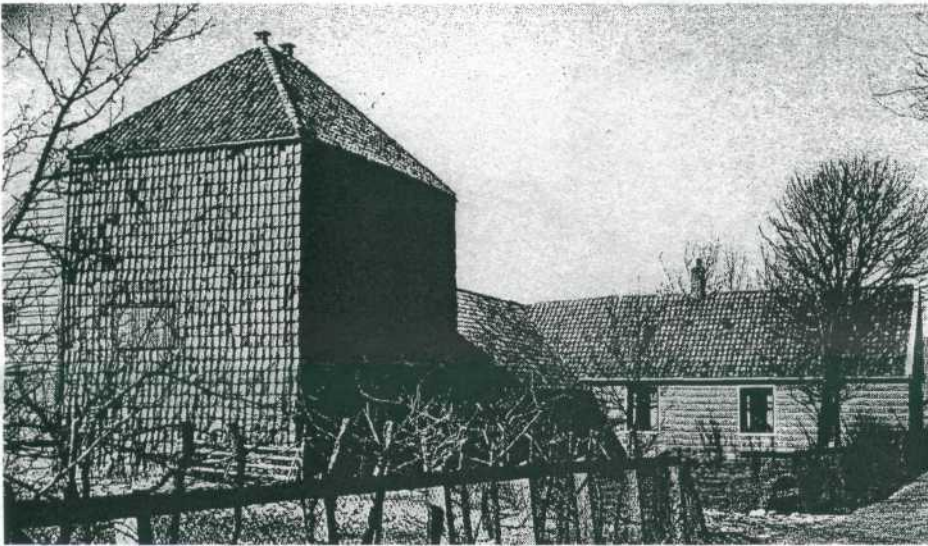
For best results plant bulbs in October or November at a depth that is approximately three times the length of the bulb. Many colors and varieties of tulip bulbs are available now in local home and garden stores. Town and village parks departments, business and home owners, community and civic groups, garden clubs and beautification committees are encouraged to participate in this project.

It was a busy summer!

... and here are a few snapshots to remember it.



From the mail: Hay Barracks in the Zaan region *by Jaap Schipper*



Haybarrack in the village of Westzaan (numbered Middel 95) covered with pantiles.

Dear friends,

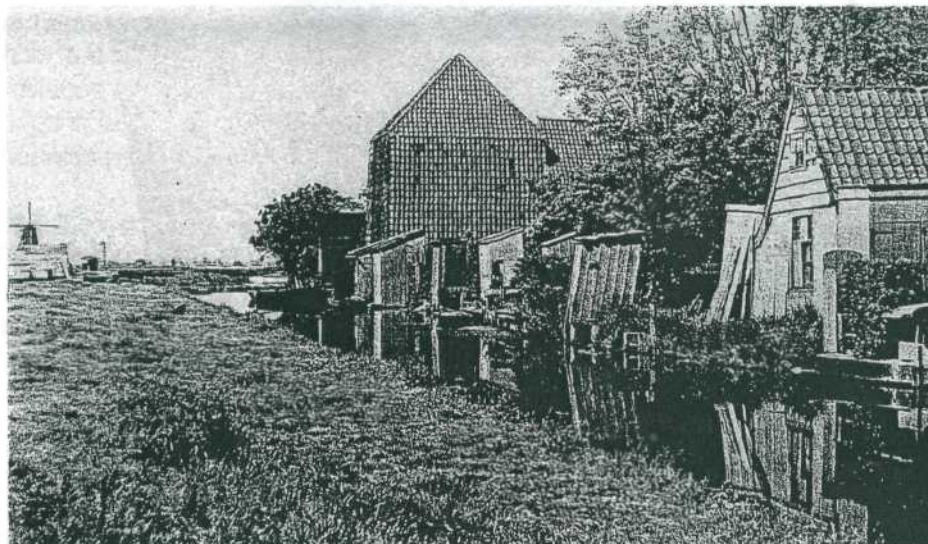
Enclosed please find a short description of hay-barracks in the Zaan Region. It is a pity that the illustrations are very dark, and I do not expect to find the original foto's anymore, because I fear that they are lost. Furthermore I regret to tell you that time is failing. I need all my hours and days to finish my book on the history

of the factories in the Zaan, 1800-1940. The above is also due to my age, hoping to celebrate my 92th birthday in December.

Cordial greetings,

Jaap Schipper, Architect B.N.A.
Amsterdam, The Netherlands

Haybarrack in the village of Zaandijk (behind a farmhouse on Hazepad Street) covered with pantiles.



As our members could have read in the last number of the Newsletter, Vol. 8- no. 12, I promised the Society to write a short note in the year 2007 about "Hay barracks in the Zaan Region."

On the whole the Netherlands are a flat land, but the western part is even extremely flat except for the protecting row of dunes along the coast. During storms heavy winds attack the few trees and force them to grow in the direction of the wind. These winds are mostly from West-North-West.

The soil in the western part of the Netherlands consists of infertile peat. As a result only cattle-breeding is possible. The hay, food for the cows, is during the winter stored in barracks near the farmhouses. But when it rains during a storm the outer parts of the hay in the barrack shall become soaking wet.

The farmers would try to protect the hay by covering the sides with sails. But with real heavy winds this method was insufficient. This was the reason that farmers in the Zaan Region decided to store their hay in closed barracks. They did this in two different ways. They erected a wooden skeleton as large as was needed to keep all their hay during the winter. Then they covered the side walls of the skeleton with horizontal weather boarding. Or, and that was a better and cheaper solution, with old pantiles. Because through the seams between the pantiles some ventilation was possible. And this ventilation was essential to protect the hay from heating and burning.

About fifty years ago many of these pantiled covered barracks could still be found in our Region. Since those days cattle-breeding is slowly but surely replaced by factories and residential quarters.

Friends of Historic Kingston & Hudson Valley Vernacular Architecture

present

Myron Teller, Colonial Revival Master Architect

October 13, 2007 / 9:30 am - 4:00 pm / A Day Long Guided Tour



The Van Keuren House – One of the 18th Century homes opened exclusively for the October 13th Historic House Tour

For the first time Friends of Historic Kingston and Hudson Valley Vernacular Architecture have joined forces to bring you a **"Stellar Teller Tour."** Anyone who has visited old stone houses in Ulster County has more than likely come across the architectural work of Kingston native Myron Steadman Teller (1875-1959). Teller can truly be called the first man of

Hudson Valley Vernacular as we know it today. Early in his career his "restoration" of the Sleight-Tappen house, headquarters of the Wiltwyck Chapter of the Daughters of the American Revolution, won him much acclaim. Later he honed his skills on numerous other local homes and was thereafter recommended as an architect with specialized knowledge of

the stone houses of Ulster County by Helen Wilkinson Reynolds, acclaimed author of "Dutch Houses in the Hudson Valley Before 1776."

The tour will begin promptly at 9:30 a.m. at the Friends of Historic Kingston Gallery (corners of Main & Wall St. in Kingston) with a slide-lecture on Teller's work by Dr. William B. Rhoads, author of "*Kingston, New York: The Architectural Guide.*" A guided walking tour of Teller's historic structures will follow, including the Wiltwyck Inn and other of his adaptations of colonial structures into "modern homes," a few of which will be open to tour participants. There is a break for lunch at the DAR house and then the tour resumes by car (self-driven) to the Stone Ridge area where three more buildings Teller refashioned will be explored.

The tour was envisioned foremost as an educational tool to heighten awareness of historic structures and also as a fund raising effort for both FHK and HVVA. The total, inclusive price for the daylong event is \$50.00 per person for members of either group, and \$65.00 for non-members. Space is limited to the first forty participants. To reserve a place, tickets may be purchased making checks payable to FHK and mailing them to:

Friends of Historic Kingston
PO Box 3763
Kingston, NY 12402

For further information, please call Rob Sweeney at 845-336-0232.



Membership info

If you have been receiving this newsletter, but your membership is not current and you wish to continue to receive the HVVA newsletter and participate in the many house study tours offered each year, **please send in your dues.**

Membership currently pays all the HVVA bills and to keep us operating in the black **each of us must contribute a little.**

Membership dues remains at a low \$20 per year (\$15 for Students). So if you haven't sent in your dues or given a tax deductible donation to the HVVA mission, **please consider doing so now.**



Yes, I would like to renew my membership in the amount of \$.....

Yes, I would like to make a tax deductible contribution to help the effort of preserving the Hudson Valley's Architectural Heritage. Enclosed please find my donation in the amount of \$.....

Name

Address

City.....

State Zip

Phone

E-mail

Please mail checks to:

HVVA
P.O. Box 202, West Hurley, NY 12491

Designed by Point Blank, Inc. www.pointblank.com

Dutch Colonial Legacy Weekend

Visit a Hudson Valley Homestead

Mount Gulian Historic Site was the homestead of the Verplanck family, a prominent Dutch family that came to America in the 1630s and made their fortune in the beaver trade. Tour the reconstructed Dutch Colonial home and its 18th Century Dutch barn, an exemplary testament to the craftsmanship of the time. In addition, Saturday visitors will hear a presentation by author John Stevens on Dutch architecture. On both days, enjoy a costume exhibit of 18th and 19th Century clothing and a fashion show using audience members as models.

Site admission: \$8 adult; \$5 child; under 3 free. Dutch style refreshments will be available for sale. Bring a picnic to enjoy on the grounds overlooking the Hudson River and take a self-guided trail walk.

Sat. & Sun. 9/15 & 9/16, 11 am - 4 pm.

House/grounds accessible; restrooms not.

Directions: 1-84 to Exit 11 (Wappingers Falls/Beacon) to 9D North; turn L into Hudson View Park Apts.; make immediate L onto Lamplight St. (name changes to Sterling St.); go thru complex to street end.

(845) 831-8172

mountgulian.org

Van Wyck Homestead Tour

Enjoy a guided tour of the Dutch Colonial house that served as headquarters for the Revolutionary War Fishkill Supply Depot, the major repository of provisions for the northern branch of the Continental Army. See furnishings related to Dutch Colonial families, archaeological relics from the depot and Hudson Valley portraits by noted limner Ammi Phillips, plus enjoy a weaving demonstration.

Sat. 9/15 & Sun. 9/16, 1- 4 pm. "Paint-In of Fishkill" Art Auction: Fishkill landscapes painted by local artists; refreshments. Sat. 9/15, 4 pm.

Directions: At junction of I-84/Rt. 9, take Rt. 9 for 1 mi. North of Village of Fishkill; museum entrance on Snook Rd.

(845) 896-9560



Concert of Dutch Music

Enjoy a concert featuring Dutch music in the historic surroundings of the Dutch Reformed Church of Fishkill. Founded in 1716, the church served as a meeting

place for the N.Y. Provincial Congress and as a Revolutionary War prison.

Sat. 9/15 & Sun. 9/16, 2:15 pm.

After the concert, tour the churchyard with graves of Revolutionary War soldiers and Dutch-inscribed headstones. Then take the Fishkill Revolutionary War Trail Tour. **Directions:** 1-84 to Exit 13 to Rt. 9 North; slight R onto Rt. 52/Main St. to church at 1153 Main St. (845) 896-9836



Fishkill Revolutionary War Trail Walk

Village Historian Karen Hitt leads this walk through Fishkill and tells about notable Dutch and Revolutionary War sites such as a Revolutionary War hospital, the Revolutionary War prison that held James Fennimore Cooper's "spy," the Van Wyck Homestead, used as the Continental Army officers' headquarters, and several 18th Century Dutch homes. Less than 1 mi. Easily accessible.

Sat. 9/15 & Sun. 9/16, 3 pm.

Directions: 1-84 to Exit 13 to Rt. 9 north; slight R onto Rt. 52/Main St.; meet at clock tower.

Madam Brett Homestead Tour and Talk

Visit the oldest standing house in Dutchess County built by one of the county's first settlers and lived in by seven generations of Brett descendants from c. 1709 to 1954. View 17 rooms of period furnishings including porcelain and paintings, and many historical items such as shoes that belonged to Madam Brett and the bowl presented to the Marquis de Lafayette for his aid during the Revolution. Guided tours.

Sat. 9/15 & Sun. 9/16, 1:30 & 3 pm.

Hear Ret. Col. James Johnson, Military Historian of the Hudson Valley, speak about the role of the Hudson Valley in the Revolution. **Site admission:** \$3 adult. **Sun. 9/16, 1 pm.** House open 1-4 pm. Stroll through the gardens during your visit. **Directions:** 1-84 to Exit 11 to Rt. 9D South; at 1st light in Beacon turn L onto Verplanck Ave.; go 2 lights further to R turn onto Fishkill Ave.; go thru light at Main St.; take next L onto Van Nydeck Ave. to Brett House on right. (845) 831-6533 hudsonrivervalley.com