

THE BARN

This historic barn, an example of the classic Dutch style was built in the early 1860's. It served several functions: animal stalls and pens, hay storage in loft, storage of farm equipment and repair of wagons passing through on the Virginia Turnpike. In time, modifications and additions were made as needed, such as a small living quarters for a hired hand on the east side.

By 1927 it served primarily for storage, and in 1966 the word "Ponderosa" was painted on the south face and east roof slope as advertisement for the Bridgeport-Ponderosa Corp., a short-lived attempt to revive the resort operated by Alfred Kneebone from 1927 to 1930.

In 1972 Nevada County acquired two acres of land including the barn, which property eventually became part of the present State Park.

The barn was repainted in 1997. In 2000 the metal roof and "Pondorosa" sign were replaced with shingles as originally designed.

In January 2006 the Barn Restoration Project was begun. Its purpose is to provide an interpretive exhibit of transportation through Bridgeport and the public display of historic wagons, a hay press and hay fork.

THE HAY PRESS

Made by George Penman, early pioneer in the Mohawk Valley in 1857. Baled hay allowed a greater payload per wagon than loose hay.

Hay was stuffed into the box at the bottom of the press and enclosed. Animals hitched to 4 wooden arms extending from the windless at top turned the screw. The wooden plate at its end compressed the hay, forming a bale weighing 250 to 300 pounds which was secured with twine or wire.

THE JACKSON HAY FORK

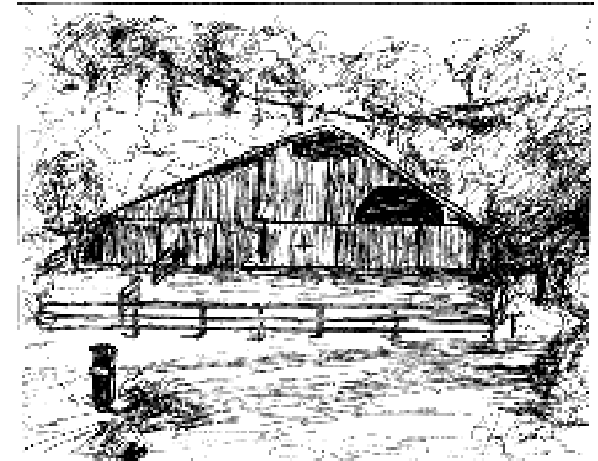
Made by the Jackson Farm Implement Co. these forks were commonly used by farmers from mid 1800's onward. A wagon of loose hay was driven under the gable or overhang near the roof. The fork is attached to a "trolley" riding on an iron track which extends the length of the barn. A rope runs from outside the barn front, through a pulley to the fork, then through a second pulley and out the rear of the barn and hitched to a horse. Once the fork is set into the hay, the horse pulls the fork up to the trolley, thence into the hay loft to the desired spot. The man there pulls a "trip" rope attached to the fork which lets the tines fall to vertical, dumping the hay. The horse is then backed and the rope in front is pulled, returning the fork and trolley to the overhang where the fork is unlatched from the trolley and is lowered again to the wagon.



SOUTH YUBA RIVER STATE PARK

and

SOUTH YUBA RIVER PARK ASSOCIATION



17660 Pleasant Valley Road
Penn Valley, CA 95946

Legend

1. Log Wagon - 1850's - 1915 Used to haul raw logs to the mill. Pulled by 12-20 horses or mules. Later, large steam tractors were used. A typical load would be 6-7 virgin timber logs 2'-4' in diameter and about 20' long. Note wooden wheels made from a slice or "round" of log, reinforced when necessary by wood stakes driven into the wheel. Solid wood wheels could carry more weight than spoked wheels. Note lever with toothed ratchet at rear. A "swamper" (teamster) walked behind to move it right or left to apply either brake, thus assisting turns and controlling speed.

2 & 3 Freight Wagons - In the 1880's, these wagons saw hard service in the Imperial Valley area. Similar wagons plied the foothills and Sierra mountain roads including the Virginia Turnpike. They carried up to 4000 pounds each of a variety of goods. Two or even three wagons in tandem were pulled by 6 to 20 teams of horses, mules or oxen. Teamsters met boats at river ports like Marysville and later on got loads at railroad depots. These two wagons were probably made in Eastern U. S. and either driven overland or shipped around the Horn to California. Their "life expectancy" was about 8000 miles. Skilled teamsters, such as Andrew Kneebone, typically made \$7 per day as compared to a miner's \$2.50-3.00 per day.

4. Training or Road Cart - 1800's onward. Used for fast easy transportation of a single passenger and small loads. Also used to train horses for wagon pulling.

5. Dump Wagon - circa 1910 -1915. Used to haul gravel and other road building material. Also called a "Belly Dump" for the metal lined doors of the bed, one or both of which could be opened by a chain mechanism to drop the load onto the roadway. Note: "cut under" steering structure to allow sharp turns.

6. Delivery Wagon - 1890's onward. Used to deliver supplies of many kinds to households and businesses. Note short tailgate for loading and the iron step for easy access to driver's seat. The "standing top" and the roll down curtains protected the load, and to some extent the driver, from bad weather.

7. Three Board Farm or Midsize Freight Wagon - circa 1850's onward. Note stake sides, allowing boards to be added or removed as required by the load. Note chains linking sides together for support. The small can hanging on the left side of driver's seat was for grease to lubricate the wheel bearings.

8. Mountain Wagon or Express Wagon - Could carry small heavy loads such as gold or silver bars. Note: Large brakes, multiple springs.

9. Democrat Carriage or Buggy - 1870s onward. Served as personal transportation. It was not affordable for many families before 1890s but was popular with professional people for quick trips between towns. Small loads or luggage could be carried in the bed.

10. Stage or Concord Mountain Wagon - date uncertain, popular 1850's - 1880's. Used as stage coach on Bidwell to Burney run. Note leather straps hanging under bed which served as springs, called thoroughbraces. They were designed to ease the strain on the horses, not passengers, by cradling the wagon bed over bad roads. Like modern SUVs, a second seat could be added or removed as needed.

11. Produce Delivery Wagon - 1860s onward. Used to carry boxes of fruit, vegetables, etc. from farm to market or customers. Tail gate allowed easy loading. Note larger wheels in back; the larger the wheel, the easier the "draught" or ability to move the weight from a standing stop. Once had a canopy over driver supported by brackets seen on either side of the seat.

