**Barn Number 55**

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| Historic Name: | Peter Trueman Barn |
| Address of Barn: | 31855 Lyman-Hamilton Hwy, Sedro-Woolley |
| Built Date: | 1912 |
| Built By: | Peter Trueman |
| Barn Style: | Gable |
| Features: | Milk House |

History: Peter Trueman was born in Cheshire, England and made his way up the Skagit River to take a land claim above the mouth of the Baker River in 1888. In 1892, with the land claim proved up and tiring of the yearly floods, he moved down to Lyman and started working in a logging camp. In 1898 he purchased forty acres just outside of Lyman and built the house. In 1912 he laid down what must have been a fortune and built his dream dairy barn on the north side of the road – a short walk from the farmhouse. The barn was laid out in a 56 by 60 foot floor plan, with native pole and brace framework. 18 foot high walls covered with full length 1 x 12 fir board and batten and a gable roof extending 20 feet from the top of the walls to the ridgeline, with milled 2 x 8 rafters and native cedar shingles. The siding, rafters and shingles were manufactured by the Lyman Mill located just across the west border of the North property. The dairy had fifteen stanchions, each with its own automatic watering bowl. The barn was serviced by the Lyman Mill water system that also possibly provided steam-engine-generated electricity. The sixth generation of Truemans are experiencing the wonderment of the old barn's cavernous hay mow.

The interior of the barn is divided down the middle, north-to-south, by a drive-through lane with 11 foot high by 12 foot wide door openings at each end and a concrete floor. The west half of the barn interior includes an open area in the center for floor-to-almost ridgeline hay mow and lofts on each side to extend the hay mow above calf pens on the south side and the horse stalls and bull pen on the north side.

The east half of the interior includes a north-to-south full length hay loft above and dairy operations below. The drive-through is designed for a horse team to pull a hay wagon to the center of the barn, where a horse-powered cable lift system was used to transfer hay to the mow. The system lifted and lowered a metal spike suspended by cable from a carriage running on a rail suspended under the roof ridgeline. The spike grabbed a piece of the load to be lifted to the ridgeline where it was shuttled along the rail either east or west, depending on how the cable system and horse team were configured, and tripped by hand rope to drop the hay into the mow. The hand rope was then pulled to return the carriage to the center of the barn where it hit a latch mechanism and dropped the hook to the trailer for another round. Once the load was off, the horses pulled the wagon forward, out the other door, and returned to the field for another load. As technology developed, the loose-hay spike was replaced with bale forks and the lift-system horse-power was replaced by a Ford Ferguson 9N tractor. It was exciting when the impact of the carriage contacting the rail prematurely released the forks and dropped eight 50-lb hay bales 35 feet onto the trailer below! Eventually an electric hay bale elevator was installed and the cable lift system was retired. The hay trailer is now pulled outside of the south wall and bales are pitched through a hole in the siding onto the elevator to ride up into the mow – not nearly as exciting, but safe and efficient!