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**Benefactor (\$1,000 or More)  
Lake County  
Family of D. James Jumer  
3M Corporation**

**All things Mallet! cont'd**

which were originally done in silver will be white as it shows up better in photographs. It should match the 3 Spot!

For us Todd Lindahl is on the job as our historic and technical advisor for contractors. Lake County Highway Department inspector Bill Turnquist is the county supervisor for the project and George Dugas has been doing the metal repair and fabrication.

Thanks to everyone who has donated to this great project.

**ANNUAL DINNER**

October 11, 2011 5:30PM – 7:00PM  
Emmanuel Lutheran Church Lover Level

State of the Society – Mel Sando

Please RSVP to the LCHS office  
**218-834-4898**  
by **noon** Friday October 7, 2011  
Just \$15 per Person

Catered By



Last Quarter

**Thank You to Our Supporters**

**Individual/Senior/Student (\$20)**

Blain, Donald  
Blanck, Sara  
Burke, Dennis  
Church, Joanne  
Eberhardt, Edward  
Glenn, Kathy  
Gunsolus, Joan  
Himes, Ruth  
Hoel, Greg  
Hoseth, Mabel  
Johnson, Lenore  
Kirsch, Lorraine  
Kragseth, Herbert  
Martell, Judith  
Norlen, Karin  
Saari, George  
Sande, Peter  
Swanson, Arlene  
Wahlberg, Ruth  
Zastera, Jody

Blaisdell, Hazel  
Buehler, Ken  
Carlson, Donna  
Couture, Candice  
Eide, Marie  
Ferguson, Ruth  
Grudnosky, Audrey  
Hagen, Mary  
Hoffman, Deel  
Hoganson, Harry  
Kempffer, Nina  
Koss, Florence  
Larson, Margaret  
Nelson, Ann  
Pegelow, Maxine  
Saari, Jay  
Sperling, Robert  
Truscott, Beverly  
Zemlin, Grace  
ISD 381

**FAMILIES (\$30)**

Anderson, Ellen & James  
Anderson, Jon & Deborah  
Andrews, Erma Allen Cnty Periodicals  
Bailey, Marji & Mike  
Bailey, Linda & Norman  
Battaglia, David & Jeanne  
Busa, Liz & Stokinger, Bill  
Clark, Brenda & Ricky  
Cullen, Bill & Kate Daughters of Liberty  
Eberhardt, Edward  
Ely-Winton Hist Soc  
Erickson, Beverly & Kenneth  
Gangi, Kim & Sam  
Ganser, Barbara & Gary  
Gustafson, Eugene & Gwenne  
Hartley, Helen & Phil  
Helgeson, Richard  
Hoeft, Gary & Karen  
Holbeck, Philip & Judy  
Johnson, Dorothy & Emmert  
Johnson, William & Mary  
Jumer, Jim & Margie  
Kernan, Aleen & Edward  
Kolberg, Elsie & Butch  
Larson, Milton & Sharon  
Lillegaard, Margaret  
Lind, Christine & Russ  
Louks, Vicky  
Lund, Elizabeth & Sander  
Lundgren, John & Mary  
Maki, Cindy & Edward  
Male, Irene & Robert  
Mancini, Nancy & Hoops, Mike  
McGregor, Carmen & Tom  
Moe, Carl & Dorothy  
Moen, Morrie & Elaine  
Munson, Robert & Shirley  
Nelson, Judy & Stanley  
Olson, Don & Elsie  
Russell, Barbara & Joe  
Saeger Judith & Tom  
Schuler, Susanne & Wayne Skinner, Wendy  
Sigel, Richard & Susan Swanson, Jean  
Thureen, Louise & Ron  
Wagon Wheel Campground  
Widen, Ray  
Woehrlin, Bill & Molly  
Zinter, Betty & Gary

**FRIEND (\$55)**

American Legion Post 109  
Clark, Gloria & Willard  
Detlefsen, JoLynn & Michael  
Engman, Elmer  
Erickson, DDS (Karen & Timothy)  
Hayden, Cindy & Paul  
Iverson, Dan & Marie  
Williams, Amy  
Johnson, Aileen  
Johnson, Betty  
NinaWorks! Smith, Ann Cullen  
The Lake Bank  
Soiset, Cherrol & Robert  
Spurbeck, Carol Agate Electric  
Maki & Overom Voyageur Motel  
Zastera, Ann Falk, David & Kathy  
Svee, Ron  
Johnson Piano Service Sure-Fab  
Pearson, Jon & Dorrane  
Harbor Insurance TH Auto Value

## Outlook for 2012 and beyond! cont'd

The next step in the landscaping project at the Light Station will be moving the Water Babies fountain down to the area next to the pilot house and get it working. I hope to see us build a deck and /or patio with the fountain as the centerpiece. We landscaped that area last fall. This is the early phases of our planned expansion of the hospitality operations at the Lighthouse B&B over the next four years.



## Thank You Thank You Thank You Thank You

Thanks to our membership, without your support we could not do what we need to do.

I would like to take a moment to thank the Board of Directors of the Lake County Historical Society for their continued support. I need also to say special thanks to Kim, Chelle, Rose and Ryan for putting up with my moodiness and crazy ideas. Thanks to our seasonal staff for the smooth operations this year, and last but not least THANK YOU to Todd Lindahl for all his hard work and dedication to preserv-

ing our history and being a patient mentor to a sometimes difficult student.

### SPONSORS (\$100 TO \$249)

Congdon, Dale & Joan	Hanson, John & Luann
Holbeck, Judy & Phil	Sandvik, Kenneth
Costley Law Firm	Co-Op Light & Power
Murray, Joan & Robert	Two Harbors Chamber
Two Harbors Credit Union	Anderson, Bob & Ellen
Good, David & Rosemary	
Gruver, Calvin & Medler, Meredith	

### PATRON (\$250 TO \$999)

Northshore Mining  
Super One Foods—TH

### Acquisitions

The following people have donated to the permanent collection. We would like to thank them for their generosity.

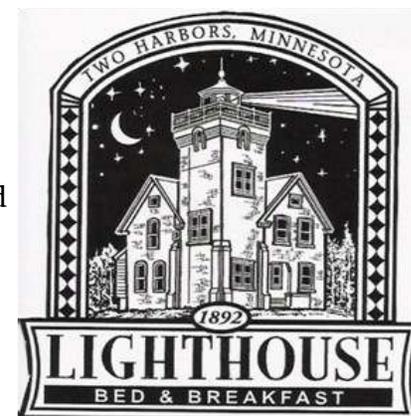
7th—Ave Auto	Jeanne Kogl	Cliff Hanson	Cass Kane	Jon Erickson
TH Public Library	Darrell Cheyne	David Olin	Gus Christopherson	
Marilyn Anderson	Clarine Northey	Dale Congdon	Ray Widen	Julia Turnquist

## A brief year to date review

Even with the loss of our Museum Pass partnership with the Arrowhead Library system the admissions to our museum stayed at the record number of visitors we had last year. I believe the investment we made into our museums the last four years have really paid off. Our Mallet, Knife River, and Drummond displays have been very well received. The changes made in the prehistory room opened up the museum and has a much more inviting feel. The only downside I have to report is that the Edna G and 3M admissions are down considerably but I am going to write that off to perhaps one of the coldest wettest Junes on record.

To date we have had roughly 11,400 paid admissions to our museums.

The Lighthouse Bed and Breakfast has been chasing a 9% reduction in revenue (previous year comparison) since early this year. We invested very heavily in new marketing campaigns throughout the Midwest. I did not see the return I was hoping for from this investment. Upon further research it is apparent that the majority of our advertising dollars have to be spent in the greater twin cities area.



Much to my relief the reconstruction of the DNR's public boat launch did not have as large a negative impact on our gift shop sales at the Light Station Museum. We are down about 22% from previous years but this is a much better scenario that my projections of 40% losses early in the season.

I have made application to the Department of Labor and Industry for the Waiver for Stairway Chairlift. This I hope will be granted and provide us the opportunity to make the second floor of the Depot accessible without destroying the historic integrity of the building. Accessibility is the first step in creating our **Library and Research Center** in the four connected offices on the second floor of the Depot.

## From 2010's Last NewsLetter — Looking ahead...

When I started this job I never looked at the organization as it was but always how it could be. I think we have a long way to go before we reach our full potential. These are some of my hopes & dreams for the near future (3 to 5 years) for the Historical Society.

Find the key to inspiring people to become members.

One of the keys to building a greater membership is expanding the Education and Outreach Programs. These need to stay focused on collaborating with other organizations and schools. We need to have an internship program for both high school and collegiate students.

Archives and Collections Management has to be on the agenda starting with a complete inventory of all assets that will help us to develop a complete catalog that will be saved as hard copies and a searchable digital database.

Once the 3 Spot was finished attention was turned to other projects. The 3 Spot and Mallet Displays need to be finished in their entirety. The elements of these displays that need fixing are the lighting and sound effects, staining 3 Spot canopy and painting the mallet roof supports, properly displaying the commemorative blocks, and painting the ore car, caboose & wagon.

We need to maximize our income potential. I hope we can further explore the option to renovate the Assistant Keepers Residence into income property.

Repairing the cold storage facility (the Felix Schoolhouse). Perhaps our next candidate for the Valspar grant.

Maintain a vision to achieve fiscal independence by building upon the endowment and living within our means.

I most likely left out about a half dozen things but this is a pretty ambitious agenda for our organization.

## Outlook for 2012 and beyond!

Our plans for 2012 are going to have to start with finishing up any of the detail and restoration work on the Mallet display. Included in the scope of that project is the design and construction of the kiosk for the train displays. In addition to history of the locomotive this will include the commemorative displays for all who donated and worked on the project. This is one of my primary winter projects.

I don't believe we need to do any more major projects in the Depot Museum, however there are several displays that need a little "freshening up". There is also discussion about building a model logging railroad.

## Outlook for 2012 and beyond! cont'd

We have to address the issues at the Dwan Building 3M Museum. I

am going to approach this project with dual purpose. I decided that we will **restore** the front of the building back to the cedar shake siding and **preserve** the back and sides with the donated materials from Louisiana Pacific. As the building is on the National Historic Registry this should in



part satisfy the requirements of the State Historic Preservation Office (SHPO) and the *Guidelines for the Preservation of Historic Structures* that govern the treatment of buildings on the Registry. Realistically this is the only way we can afford to do this project. I will be soliciting bids after the first of the year.



I am hoping to repaint the ore car, caboose, velocipede, and the passenger wagon next summer. This will bring all of our exterior displays up to date. I still have not decided how to best display the commemorative ore chunks.

Lake County Historical Society  
P.O. Box 128  
Two Harbors, MN 55616-0128  
218-834-4898  
lakehist@lakenet.com

### Membership Categories

- |  |   |
|--|---|
| <input type="checkbox"/> New Membership  | <input type="checkbox"/> Renew Membership   |
| <input type="checkbox"/> \$20 Individual | <input type="checkbox"/> \$100 Sponsor      |
| <input type="checkbox"/> \$30 Family     | <input type="checkbox"/> \$250 Patron       |
| <input type="checkbox"/> \$55 Friend     | <input type="checkbox"/> \$1,000 Benefactor |

The Society has a Life Member Bylaw which states that "A Life Membership shall be given to any person who donates \$600.00 or more to the Society's Endowment Fund". If you would be interested in becoming a Life Member, please contact us. *\*\* Remember, the Lake County Historical Society is a non-profit organization and memberships and extra donations are tax deductible \*\**

### Membership Information:

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_  
E-mail: \_\_\_\_\_  
*If a gift, given by:*  
Name \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# FLASHIES

## LAKE COUNTY HISTORICAL SOCIETY'S PROGRESS REPORT

September 2011

### All things Mallet!

At last the painting of the Yellowstone Mallet #229 Locomotive has begun. On September 6<sup>th</sup> 2011 crews from Abatetek from Grand Rapids MN arrived and began building the enclosure that will allow them to safely abate the asbestos and lead paint from the locomotive. These guys have been great so far and even offered to abate the interior of the cab for free!

All the asbestos wrapping on the steam lines has to be removed. This is the bulk of the asbestos abatement. State Historic Preservation Office allowed the remaining asbestos to be encapsulated under the boiler jacket and steam pistons. This saved us a lot of time and money.

Next the entire locomotive will be sandblasted and repaired where needed before being given a coat of



industrial paint. Northern Painting and Drywall from Hibbing will take over for the repainting of the locomotive. The type of paint being used is DOT epoxy zinc paint used on bridges. This coating when cured is a very tough. The locomotive will be painted in the classic DM&IR steam era three color scheme. The bulk of the locomotive will be black with the boiler jacket being gray, the drive arms in silver and cream highlights around the wheels. The lettering and logo

