

coats. The freight area was sandblasted too, and left it its natural state when sandblasting was completed. All windows were taken out, and all glass replaced where broken or cracked, and all panes reglazed. Many of the old rippled panes were salvaged to be used again. The replacing and reglazing of these 80 window panes, and the painting of all the windows, inside and out, took almost a month.

As the material bills began to grow, they realized that a normal fund-raising drive could not provide the necessary funds quickly enough to keep materials flowing, so it was decided that a raffle would be held, with generous cash prizes and a limited number of tickets. A historical society member donated the cost of an initial mailing to 500 property owners announcing the raffle, and there was a four-month time period for ticket sales. The drawing would be held on October 4, 2008 and raffle tickets would cost \$50 each. The Cranberry Festival Board of Directors made another generous donation, this time \$3,000, to keep the volunteers in materials.

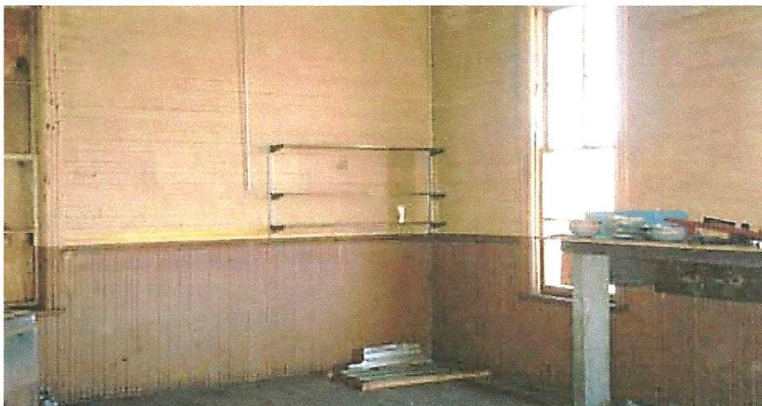
The initial letter to these 500 property owners not only announced the raffle, but asked for volunteers. This resulted in approximately 20 more volunteers stepping forward. These volunteers worked on windows, doors, screens, floors, painting, scraping—inside and out—wherever they were asked to work, and dozens of tasks were completed over the next three months.

A visit with the state inspector had resulted in one new service door being required in the freight area, with an exit light, and a lengthy handicapped accessible ramp. The height of the building required a ramp totaling 40 feet of incline with two level platforms. This handicap ramp was a big job, and the two lead volunteers worked on this together over a three week period, almost daily.

Larry Easton, SLHTS Archivist, furnished copies of the original lettering and one of the volunteers lettered the *Stone Lake* sign in its original Railroad Roman font. He then sent the Soo Line sign specifications, and she then painted a replica of the Soo Line sign for the end of the depot.

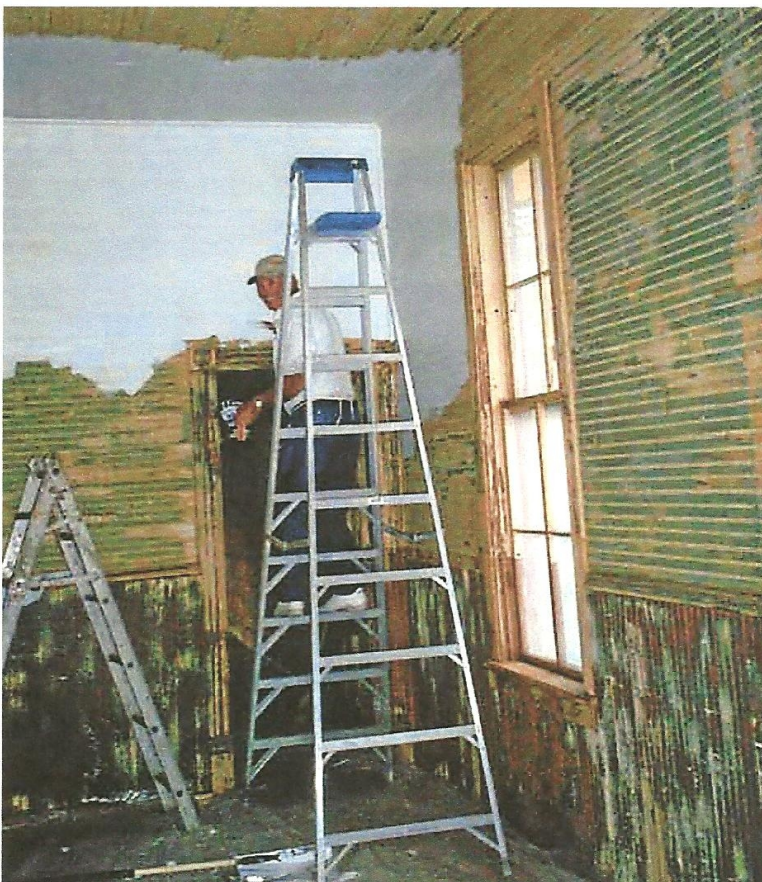
As mentioned earlier, when they received the depot building, the operator's bay no longer existed. It seems that, when the depot was originally moved 13 years ago, the movers only had a three-hour window of opportunity while trains were held up, and a large pile of logs on the hillside near the tracks stopped the move when the bay (window) caught on the logs. To solve the problem quickly, two workers with chainsaws cut the bay off the building and rushed the building up the hill.

You can imagine how happy they were



Above: The interior of the Stone Lake depot was covered with a thick coating of impenetrable oil based paint that needed to be sandblasted off.

Below: After the old paint was removed from the walls and wainscoting, volunteers set to work immediately to prime paint the exposed wood and trim—both photos by Carol McDonnell.



when two local carpenters came to the depot one morning and said “would you like to have us rebuild the operator's bay?” Since they had already acquired the original operator's bay architectural blueprints from Larry Easton, they gave them to the

builders, who went to work that same day. Five days later, the bay and all its windows were rebuilt—even down to the original decorative corbels!

The location of the project, on Highway 70, between the fire department and the