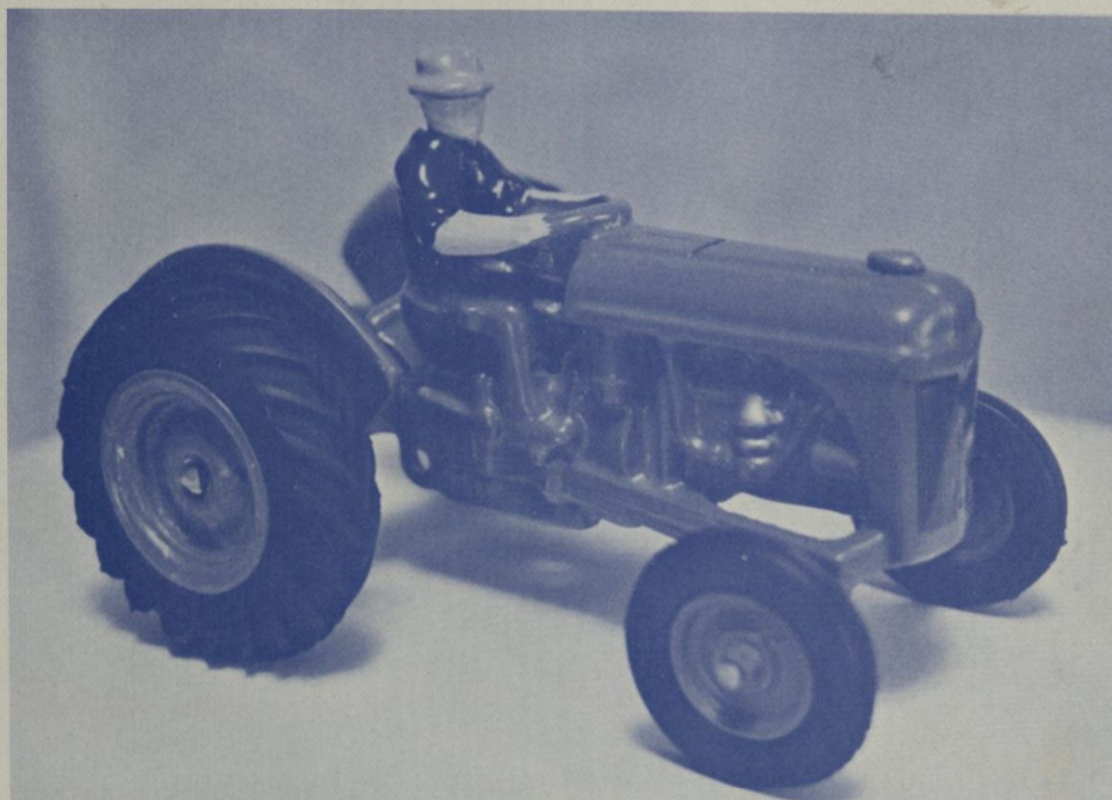


*LAKE REGION PIONEER*

# ***THRESHERMEN'S ASSOCIATION***



**“THE PAST IN ACTION”**

**Dalton, Minnesota**

**“Home of the Giants”**

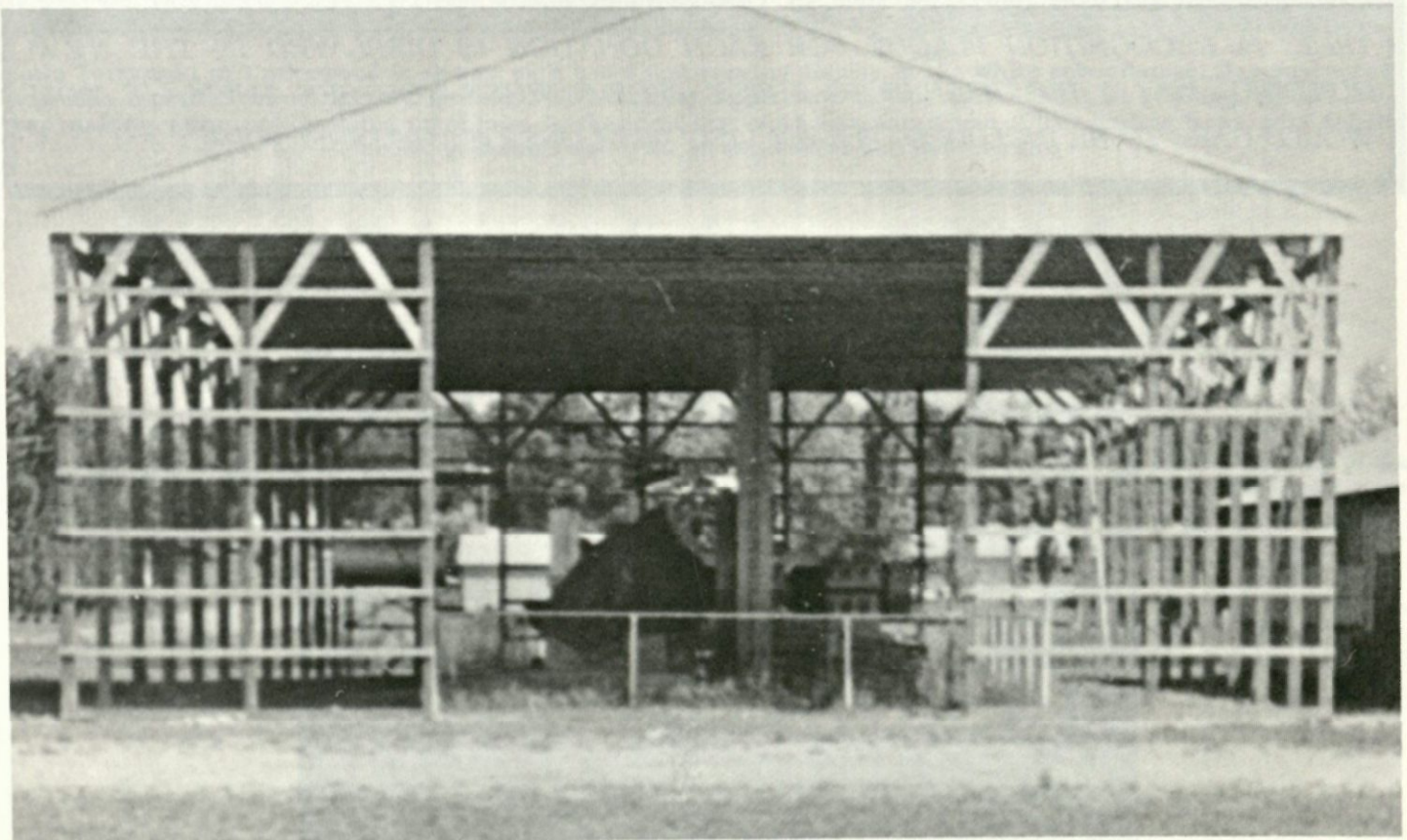






# ***DEDICATION***

THE LAKE REGION PIONEER THRESHER-MEN'S ASSOCIATION DEDICATES THIS EDITION TO CYNTHIA CARUS, WHO DONATED THE WHEELOCK ENGINE AND ALL THE PEOPLE WHO HAVE DONATED AND WHO WILL DONATE TO THE BUILDING OVER THE WHEELOCK ENGINE.



**The Wheelock Building on the Threshing Grounds.**



# PRESIDENT'S MESSAGE

A BIG WELCOME TO OUR 36TH ANNUAL LAKE REGION PIONEER THRESHERMEN'S SHOW. EVERY YEAR WE FEATURE A LINE OF TRACTORS: THIS YEAR IS THE YEAR OF THE FORD.

1990 WILL BE THE YEAR OF THE COCKSHUTT TRACTORS. 1990 WILL ALSO FEATURE THE FAIRBANKS MORSE AND THE INTERNATIONAL STATIONARY ENGINE LINE.

IT SEEMS LIKE ONLY YESTERDAY, I WAS ELECTED PRESIDENT, AND NOW IT'S BEEN MORE YEARS THAN I CARE TO SAY. THE FIRST THING I LEARNED WAS YOU DON'T RUN A SHOW BY YOURSELF, WITHOUT THE DIRECTORS, STOCKHOLDERS AND HELPERS, THIS SHOW WOULD NEVER GO.

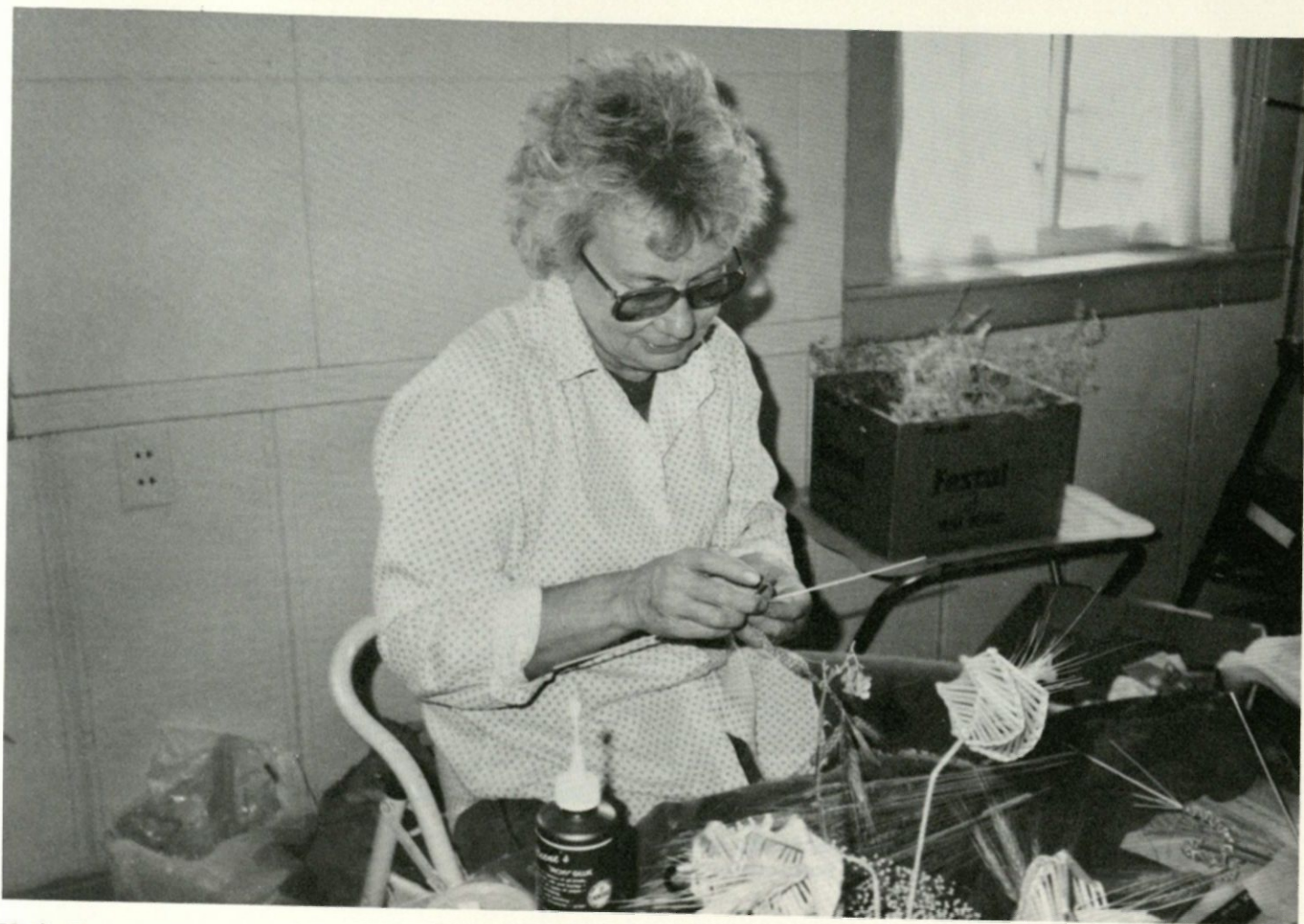
A 75 H.P. DIESEL FAIRBANKS MORSE ENGINE WAS PURCHASED BY THE CLUB AND A 150 H.P. DIESEL FAIRBANKS MORSE ENGINE WAS DONATED BY DAKOTA GRANITE, MILBANK, SD.

IT IS OUR HOPE THAT THESE ENGINES WILL BE RUNNING FOR THIS YEAR'S SHOW.

OUR GOAL FOR MANY YEARS HAS BEEN TO PUT A ROOF OVER THE WHEELLOCK ENGINE. INDIVIDUAL AND BUSINESS DONATIONS HAVE MADE THIS DREAM COME TRUE. A RECOGNITION PLAQUE FOR EACH DONATION IS DISPLAYED IN THE NEW BUILDING. SAY A BIG THANKS TO THESE PEOPLE WHEN YOU SEE THEM. IF YOU WOULD CARE TO BE INCLUDED, PLEASE VISIT WITH ONE OF THE DIRECTORS.







Marie Torgerson of Underwood is shown with her wheatweaving display in the white schoolhouse. Demonstrations have also included wood carving, pottery, chair caning, apple face dolls, rug weaving and braiding, Amish dolls, soap making, spinning, knitting machines, leather crafting, clothes washing, use of hair curling irons, sour dough, coffee grinding, and dried arrangements and Indian corn.

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The Lake Region Pioneer Threshermen's Auxiliary was organized in 1972. Our early projects were general clean-up of the buildings and grounds, demonstrations of ice cream, and butter, some sales of souvenir items and popcorn. Over the years, we've grown in number and financial resources and have undertaken the following projects:

- Serve for Dalton Bicentennial Celebration
- Display Rooms in Museum Building
- Move log cabin/fieldstone fireplace/split rail fence
- Pioneer Fashion Show
- Restore antique drug case
- Relocate red schoolhouse (District #6 - Eagle Lake)
- Renovate red schoolhouse inside and out
- Display Rooms in Headquarters Building
- Renovate white schoolhouse (District #20 - Tordenskjold)
- Renovate Depot inside and out
- Build sandbox next to Dist. #6





**Sylvia Bergerud of Fergus Falls explains intriquite hardanger stitches in the white schoolhouse. This building was the 1987 restoration project of the LRPT Auxiliary.**



**Laureen Larson can be found sharing instructions on tole painting inside the white schoolhouse.**





Each year the LRPT Auxiliary tries to offer more demonstrations to educate the younger generation. Here Cora Loken and Ida Haukos are making flat bread in the kitchen at the Headquarters Building.



The Country Quilters of Fergus Falls share their quilting skills with you in the log cabin.





It's difficult to pass by the LRPT Auxiliary sales gals without being asked to purchase a raffle ticket or souvenir item. The Auxiliary have made a hand stitched quilt every year since 1975.



Phyllis Evans of Missouri is the friendly face behind the White Elephant table. She'll always give you a good "deal".





**Rest after the hard day's work was found here in our bedroom display.**

**Outside the bedroom, Mrs. Lamm displays her antique porcelain dolls that have traveled so carefully with her from Illinois.**







Granny paused from her Christmas preparations for a few moments of rest in the living room display in the Headquarters Building.



Oh, if the love seat could only tell of those who had spent many an hour viewing 3-D pictures in the stereoptican resting nearby.





**Kitchen display area in Headquarters Building used during the show for food demonstrations on ice cream, butter churning, flatbread and lefse.**



**How many items do you see that your grandmother or great grandmother may have used?**





Barbershop display in the Headquarters Building. A shave and a haircut are offered for 25¢.



Right next door is the Ladies Millinery Shop with dozens of hats and dresses to please the lady in your life.





Pioneer log cabin 15'x17' moved to the LRPT Grounds October 28, 1978. Originally built in 1873 by Knud Brandvold a mile north of Dalton. His family lived in the cabin for 30 years. Knud's daughter married Ole Sageng, who was an early Minnesota Legislator. The cabin was donated by Knud's granddaughter, Mathilda Sageng. In 1979, footings were poured and the cabin set in place. A year later, a fieldstone fireplace was added as well as landscaping and split rail fencing.



Yard outside log cabin with log corn crib in background. Plans are to add a log barn and windmill. The barn would be used as a farm animal petting zoo.





Recreation Center in the Brandvold Cabin

Interior pictures of the log cabin. It is furnished much like it might have been when the Brandvold family occupied it. Stairs led to the upstairs sleeping area.





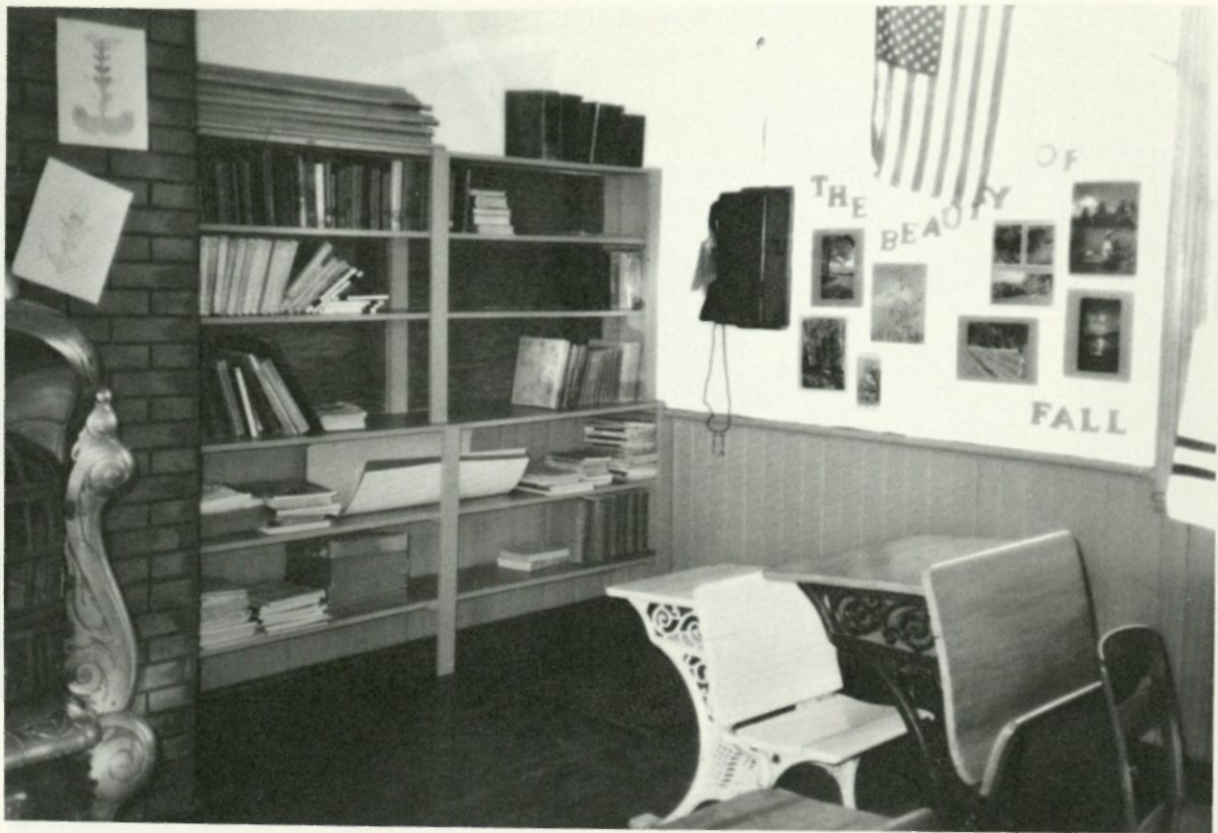


**Great Northern Depot - Dalton, MN**  
**Postcard courtesy of Henry Johnson. Postmarked October 18, 1909.**



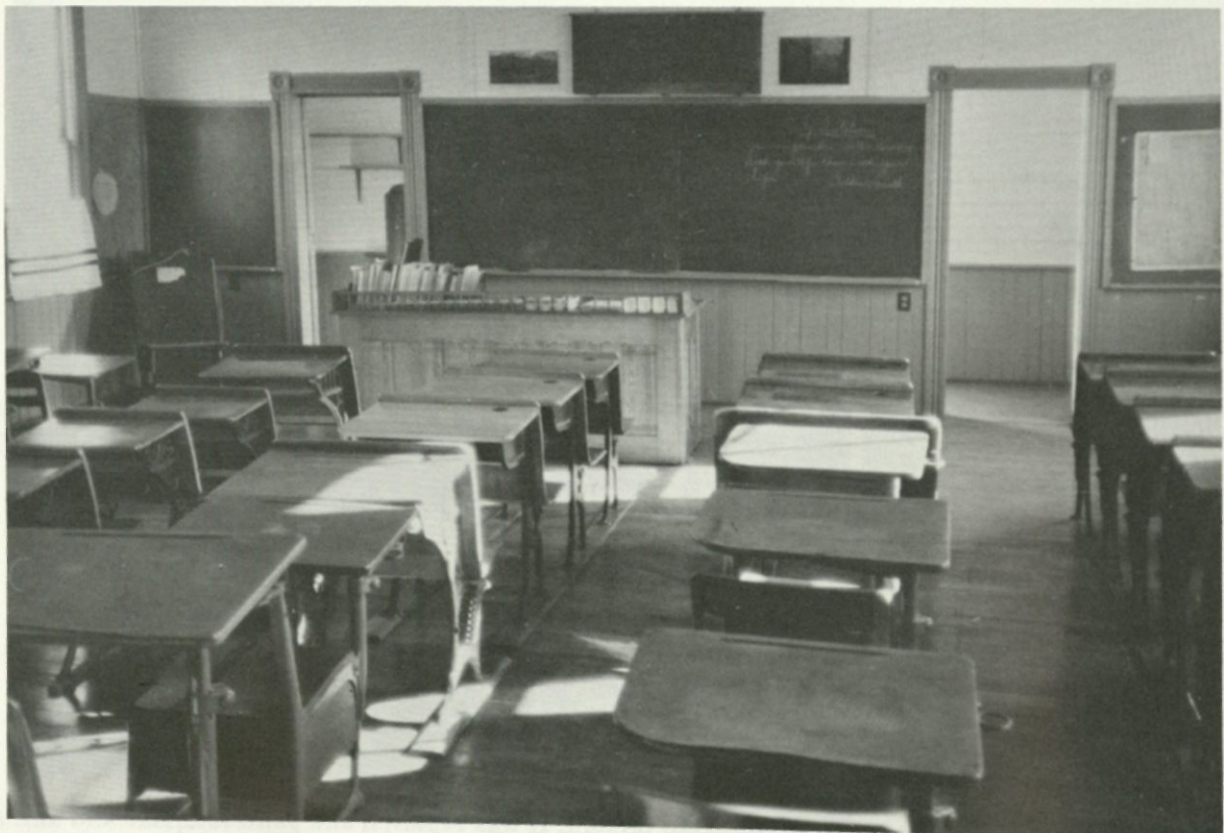
**Depot shown before 1988 LRPT Auxiliary restoration project. It was repaired and painted inside and out. A couple of the gals could even be seen climbing the signal tower to give it a new coat of paint as well. The men built a husky loading dock to make boarding the train easier.**





**District #6 (Eagle Lake)**

The little red schoolhouse is a popular spot during the show. The older generation are anxious to show their children what it was like when they studied the three R's. A teacher is usually available to answer questions and provide some history on receiving a country school education.



The school originally sat inside the front gate but was moved to its present location in 1985. It was the main LRPT Auxiliary restoration project in 1986 and the huge sandbox was added in 1988.





The Country Store in the Headquarters Building filled with its merchandise ready to take care of your every need.

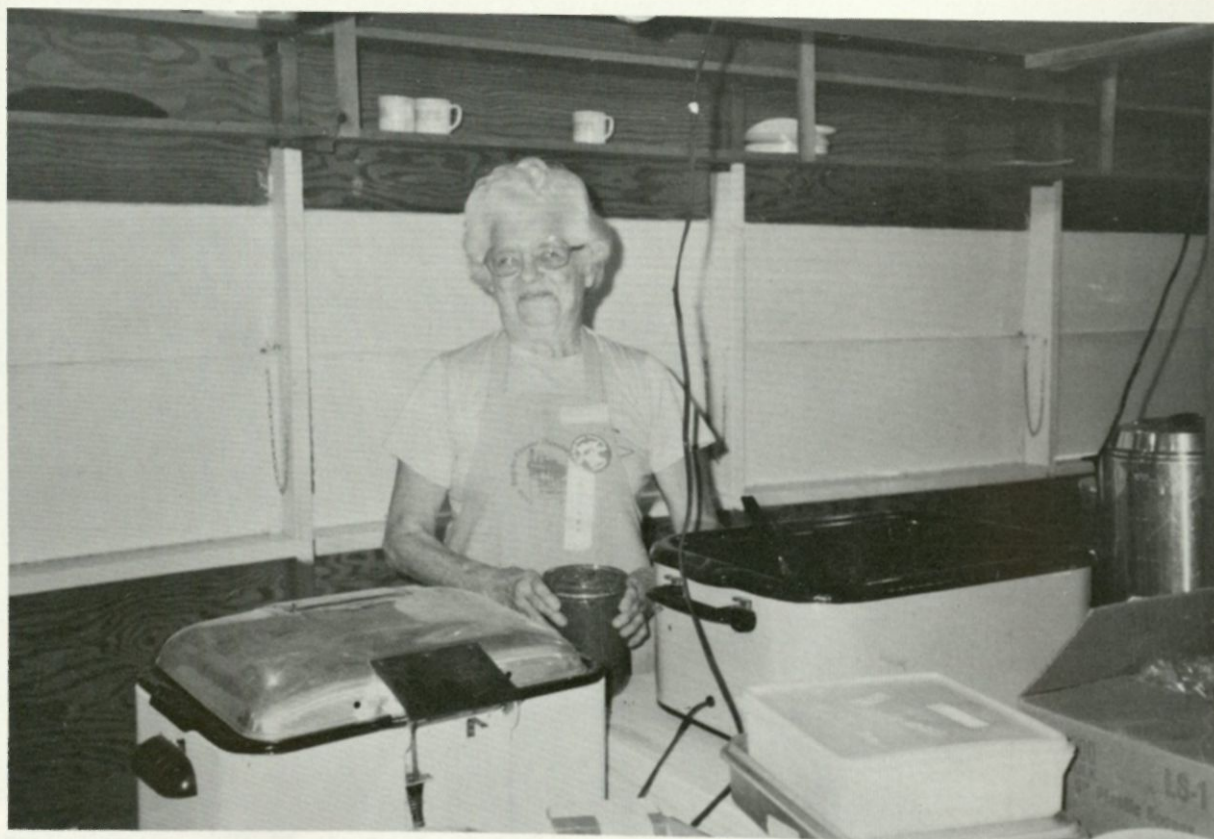


How many things could 10¢ buy at the local store?





**LRPT Auxiliary Food Stand purchased from the West Otter Tail 4-H Council in 1979. It was formerly located at the West Otter Tail County Fair. Short orders of hot dogs, barbecues and homemade goodies are available throughout the show. Proceeds are used for restoration projects.**



**Early morning cook Cora Loken getting the coffee ready for the thirsty crowds that will soon appear.**



# The Model T Ford

The Model T Ford car was loved, hated, caressed and cussed at by more people than any other car in its day. It was used for everything from taking the family to town or church to pioneering wood saws, feed grinders or pulling a plow when converted to a tractor with a kit called "Ford Form A Tractor".

Here one was converted to a snowmobile by putting skis on the front and tracks on back. Probably used for carrying mail when roads were impassible because of snow.



The Model T was very flexible and tough. Henry Ford insisted on the highest quality steel and built his own steel mill when he couldn't get the quality steel he wanted.





Larry Melby's 1944 Ford 2N is a fine example of an original 2N. Larry's grandfather, Sigfried Swenson of Ashby, bought this Ford new, it was sold on auction but Larry and his father, Frank were able to track it down and buy it back again in 1987.

Frank Melby's 1918 Fordson as purchased at 1987 auction on Lake Region Pioneer Threshermen's Association grounds.







Frank bought a second Fordson, about 1926 model at the same auction and is in the process of restoring it to running condition for fun use around the farm.

The Ford Blue Line, (since late 1960's) has never been extremely popular in the Ashby-Dalton area. An exception are the Melby Brothers, Frank and Glen, who farm with all Fords.

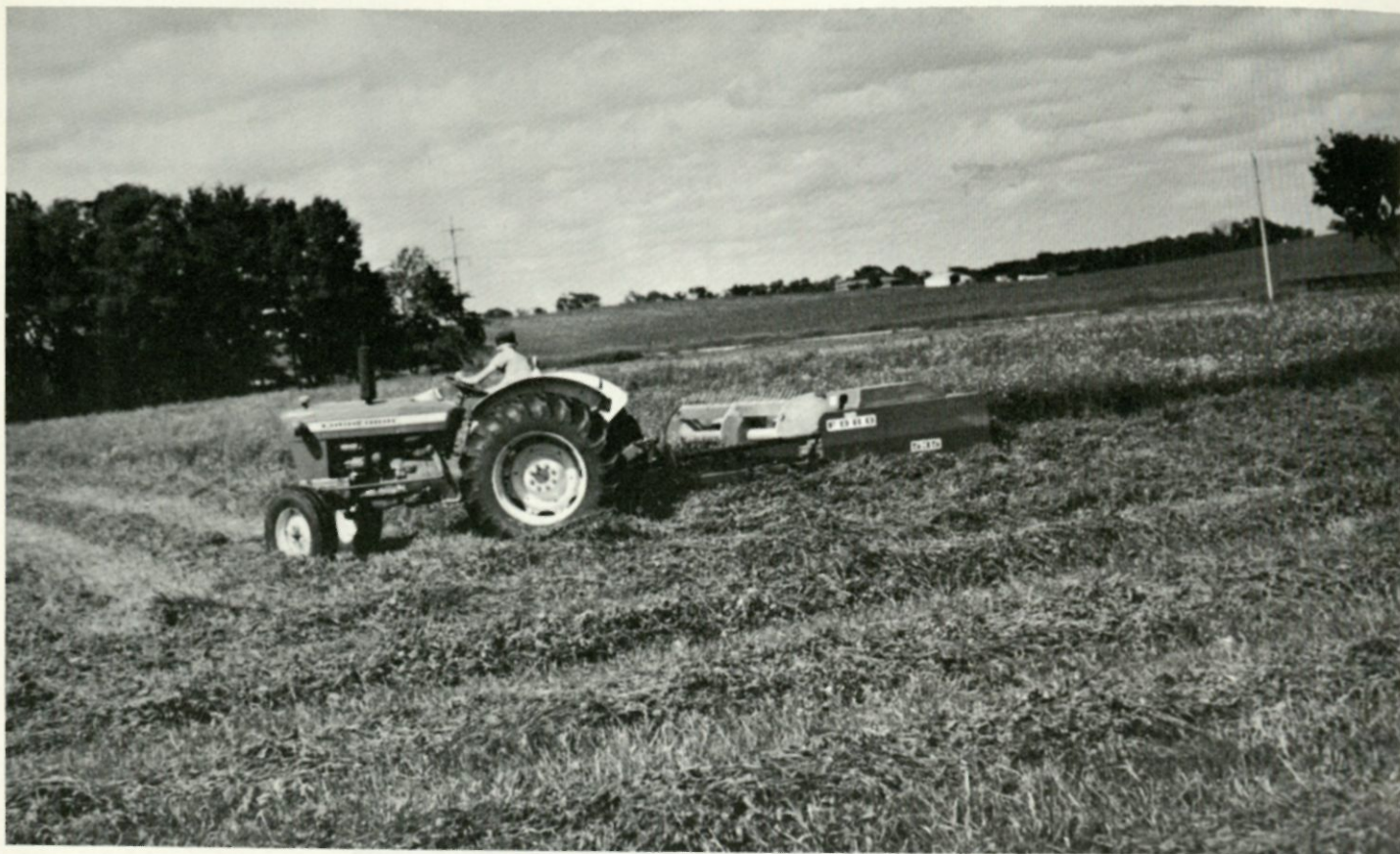


9600-1974



1973-5000 with Loader



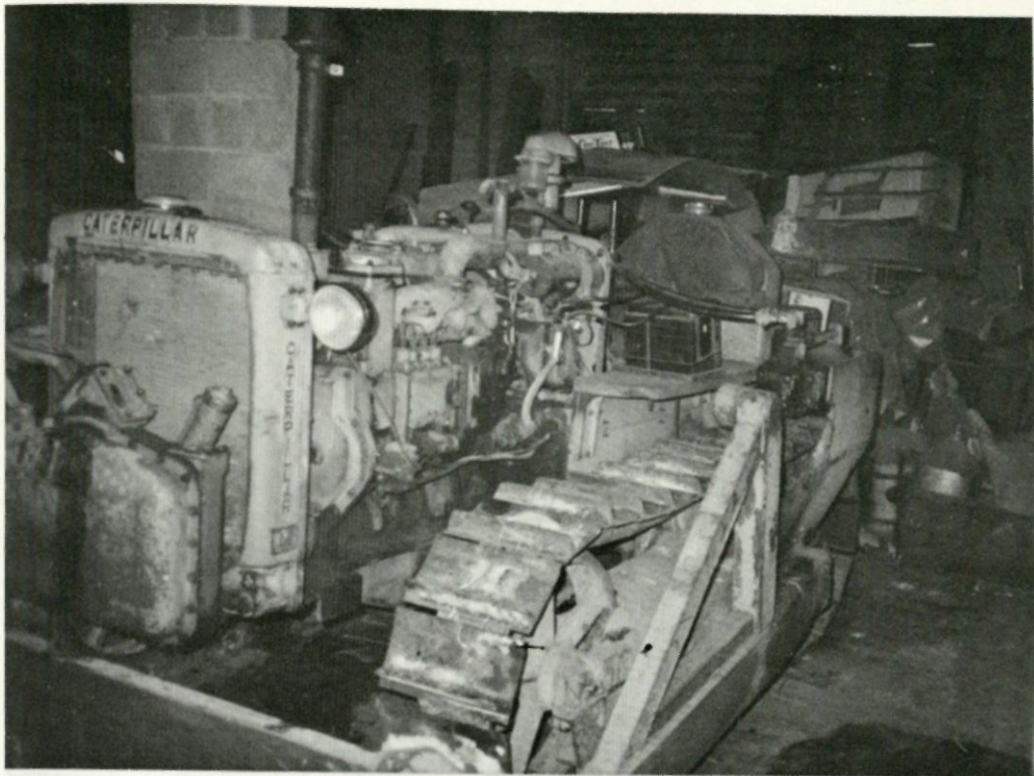


1975-4000 and Haybine

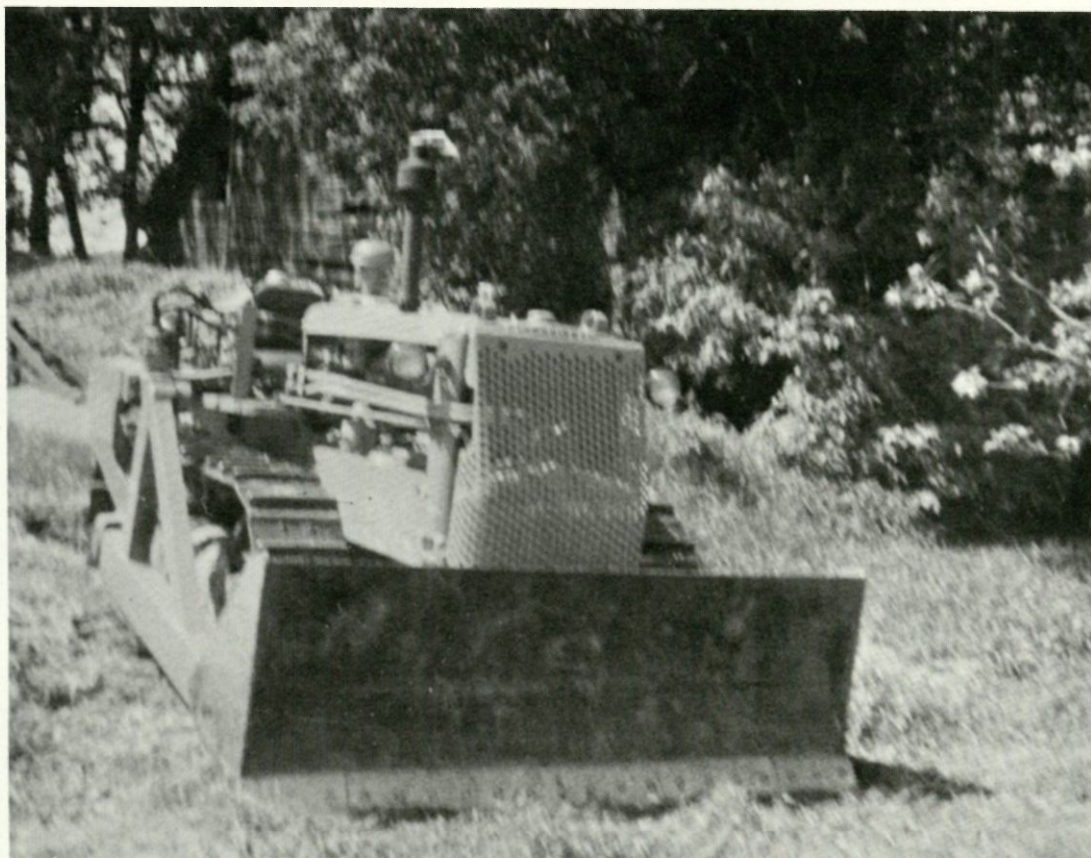


1967-2000 and Loader



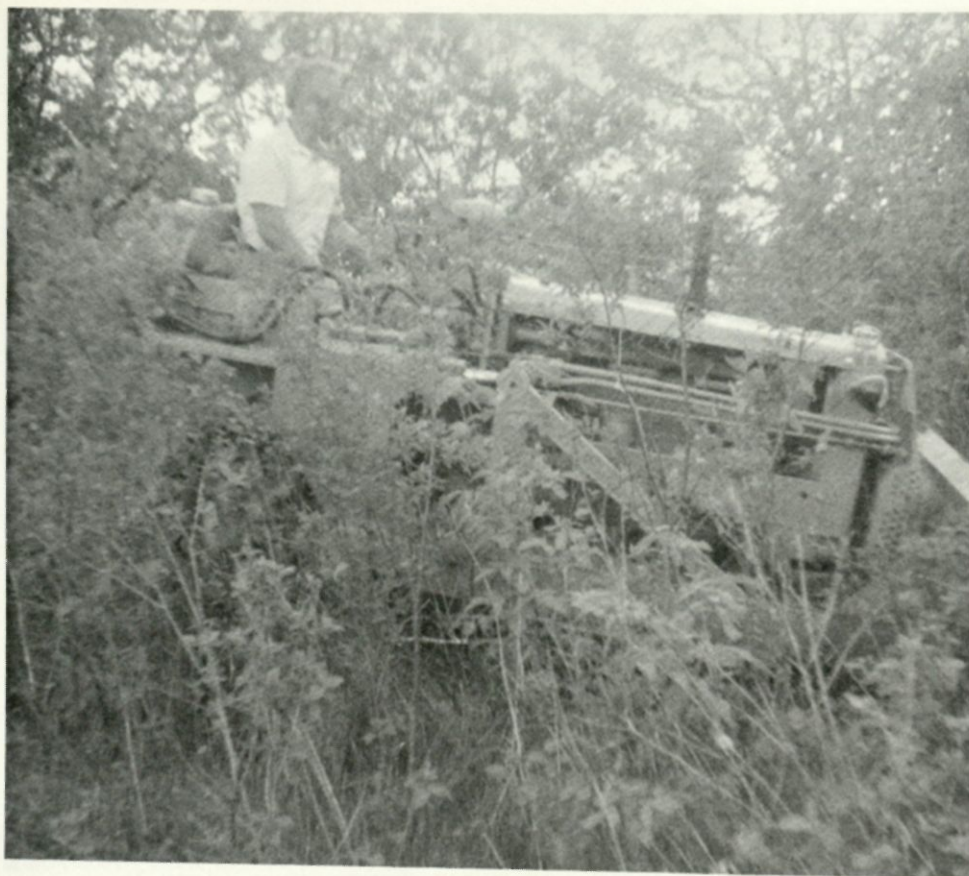


An interest in restoring and using old things seems to be inherited. Here is a Caterpillar D-2 with hyd. dozer as found in a shed near Osseo, MN purchased by Russ Matchinsky, Frank and Glen Melby Spring of 1986.



Some scrounging for parts, a lot of elbow grease and a new paint job and it's a proud "Cat" again.





**It comes in handy around the farm  
for dozing rocks or brush . . .**

**. . . or moving the little house out  
back!**

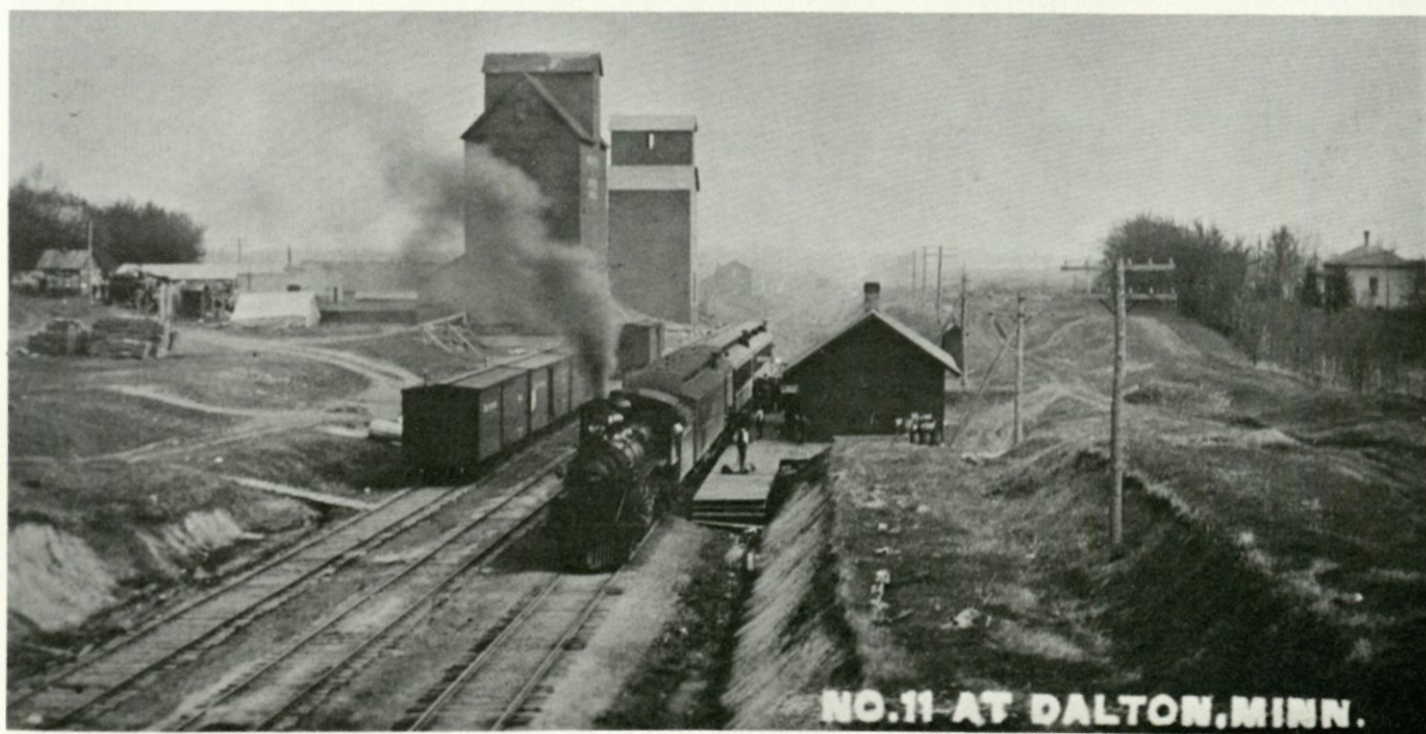






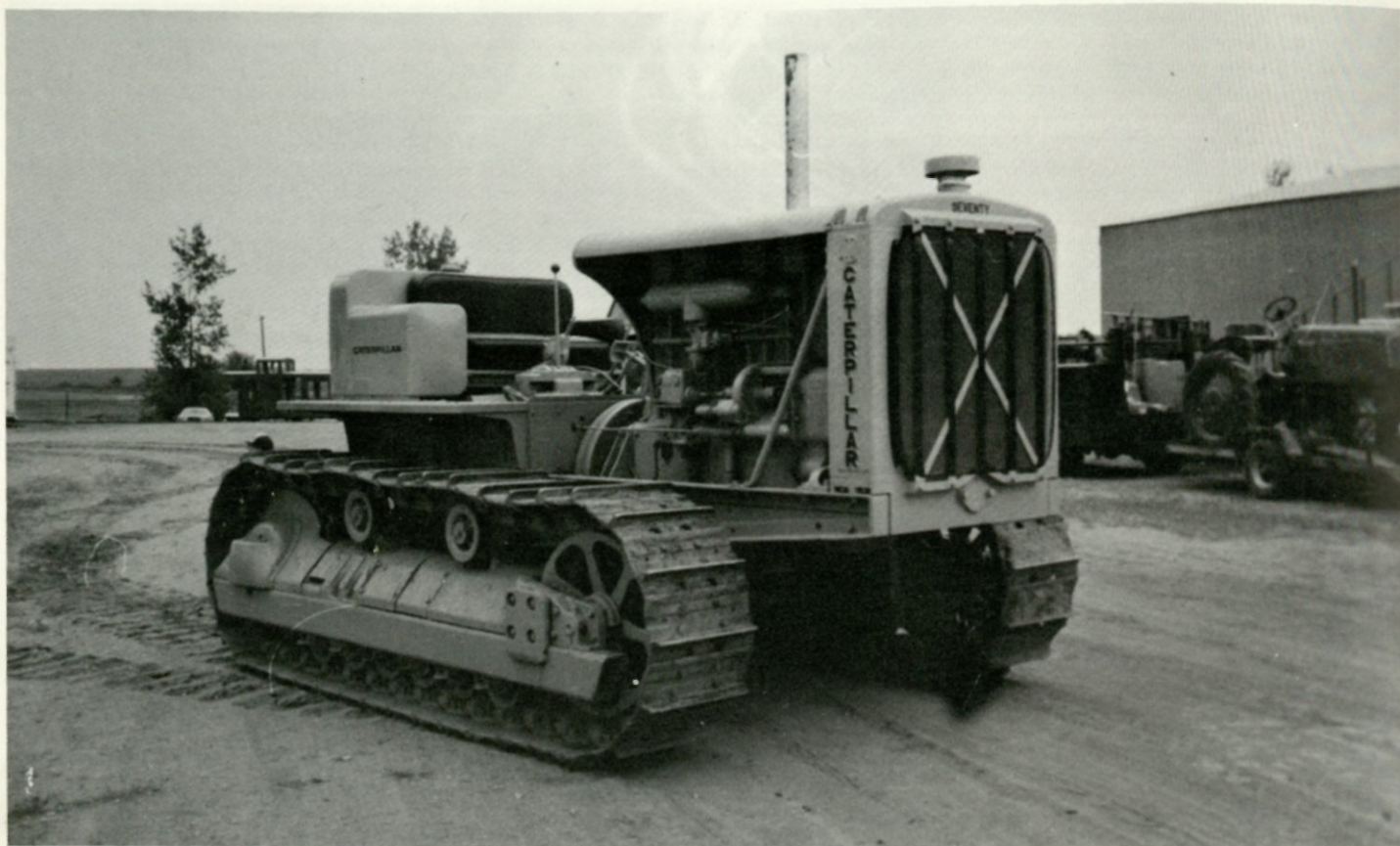
MAIN ST. DALTON, MINN.

— Early Days of Dalton —



NO. 11 AT DALTON, MINN.





70 Cat owned by Munsons.



Richard Akerman getting ready for the show.



# From the Flea Market

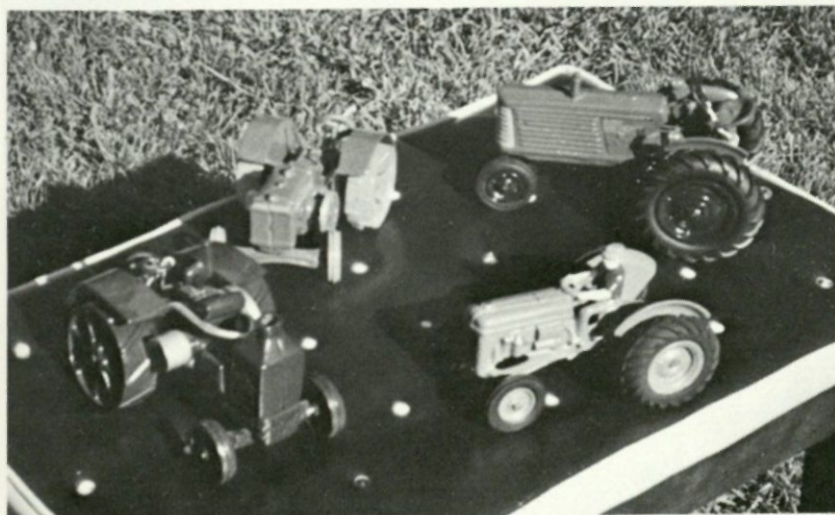
The first year of the Flea Market saw a new bustling activity on the grounds that was not shared by all as a good addition to our show. After a few differences were settled it now appears to be another crowd pleaser.

The 1988 show had approximately 50 vendors using about 90 spaces, an almost double growth from the first year.

Arlen Nelson of Christine, ND took charge of the entrance requirements and bookkeeping during the show and he also layed out the area for the Flea Market a few weeks before the show. Bruce Lillis of Pelican Rapids assigned the spaces and kept things going smooth. Bruce took over in 1988 for Howard Wagner after three years as Howard had some health problems so he did not want to overwork his recovery.

During the summer of 1988, there was quite a bit of ground work done to level some areas and fill in others, the Flea Market was one of the areas receiving alot of attention. The display area for the show was extended to the east to allow more room between areas and more room for all the display;, the Flea Market was one of the areas extended. 1989 should see a nice green area for the Flea Market as well as being level. See you at the Flea market this fall.

LeRoy E. Anderson  
Flea Market Chairman



The tractor selected as the Featured tractor for the 1989 show is the Ford line. The toy we are producing is a model of the 9-N Ford. This is made for us again by Pioneer Collectibles using the Arcade 9-N as a model with some changes, it looks like this will be popular with the collectors and those who had one when they were a child. The following pictures are scenes from our past shows.

The four show tractors we have produced. 1986: Rumely, 1987: John Deere D, 1988: Oliver 88 and 1989: Ford 9-N.





Dave Greif of Marshalltown, IA drove up with three full sized Oliver tractors all restored and ready for tractor pulling, all three ran as pretty as they sounded. Dave gave a demonstration of pulling power during a few afternoon sessions but there was not much for him to show in competition as no one had an equipped puller on the grounds. Dave also brought a display of his Oliver toys, all in excellent condition and some being quite rare. Dave came to our show to enjoy the Olivers displayed and that he did but he also helped out wherever and whenever he could, it seemed that every time I talked to him he asked if there was anything he could do to help and he always had a smile. Dave was a big man who came to our small show to have a big time and he sure did. Thanks again Dave for sharing your time with us and I hope the memories you have of our show are as good as our memories of you. These pictures show Dave on his tractors or someone else driving for him.



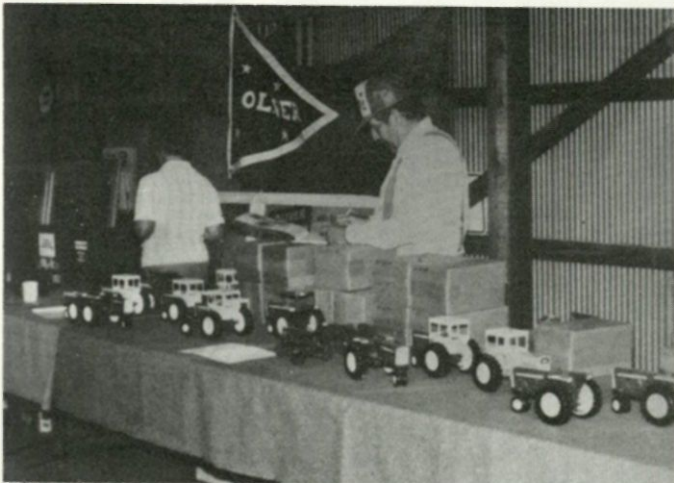


## 1988 Lake Region Pioneer Threshermen's Toy Show

Oliver was the choice of the Board of Directors to be the featured tractor for our show this year. Olivers were not a popular tractor in this area but they were not scarce. Part of my decision was based on the knowledge that a toy Oliver 88 was available for our show tractor and Oliver toys are in high demand. This decision turned out better than predicted. The toy was well made, had good detail, looked sharp and had great eye appeal. The demand for the toy far exceeded the supply and we sold out the first day of the show, our production was limited to 250 units.

The toy Oliver 88 was produced for our show by Lowell and Joanne Brusse, Owners of Pioneer Collectibles of Spring Valley, MN. This is the third year we have had a toy tractor made for our show by Pioneer Collectibles. Lowell tries to make sure we have what we want before production starts and he also delivers the finished product.

When talking Oliver, the name Dennis Gerszewski will be mentioned as he is the Editor of the Oliver Collector's News. This is published at Manvel, ND each month and has world wide circulation. Dennis also collects full size tractors as well as toys, literature, signs and advertising specialties. Dennis had a large part in the promotion of our show through his publication that brought in several large displays of toys, signs and literature as well as full sized tractors from Iowa, North Dakota, South Dakota and Southern Minnesota, all of this helped promote the success of our show. Dennis also is the publisher of the Turtle River Toy News, now in its eighth year. The pictures below show signs and toys Dennis displayed at our show.



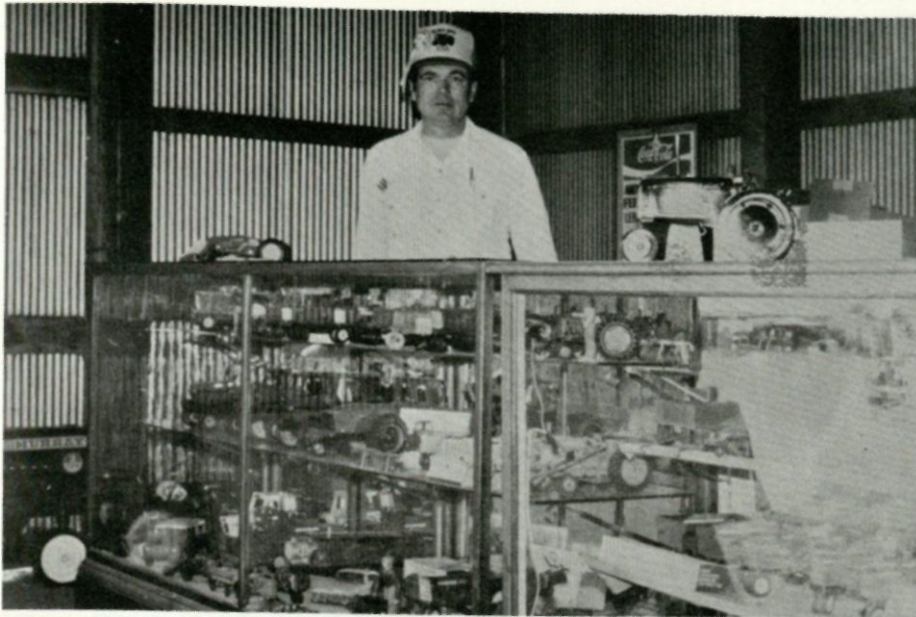


David Schwantz and Willis Pasche of Altura, MN brought a large selection of their toys, mostly Oliver to display. They also had several pedal tractors that are hard to find. These two men could also be found helping out, especially keeping the display cases clean.



Other non-members displaying their toys, Alfred Anderson of Fergus Falls., Ross Anderson of Grafton, ND; James Gohdes of Durbin, ND; Kyle Blasek of Wyndmere, ND; Terry Friesen of Fergus Falls and Tom and Charlie Estfall of Rothsay, MN. Lee E. Anderson, Toy Show Chairman.



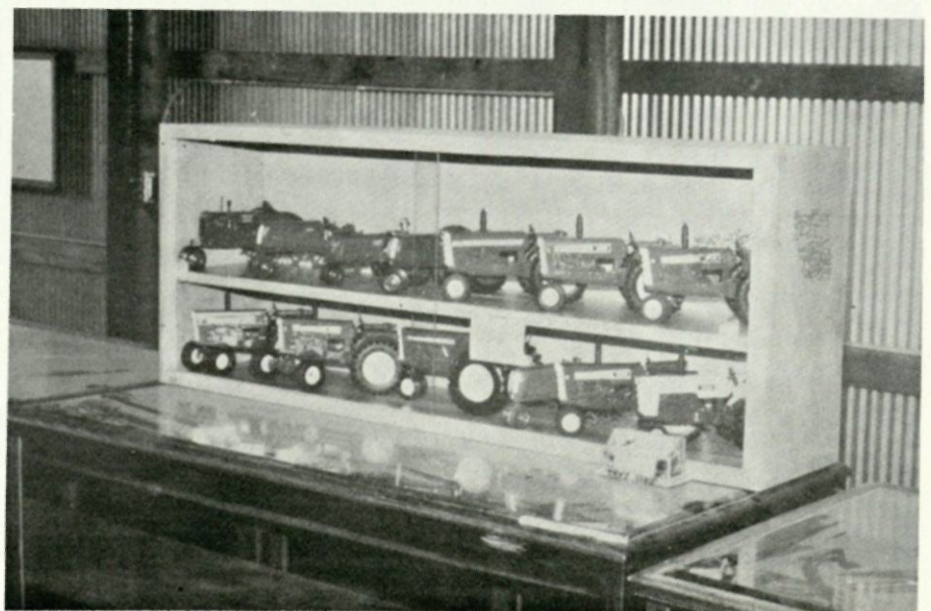


Members displaying toys were John Halvorson, Gaylord Rachels, Melvin Mickelson and LeRoy Anderson. The Toy Show gets bigger every year as the interest in collecting toys grows.

LeRoy Anderson with his display.

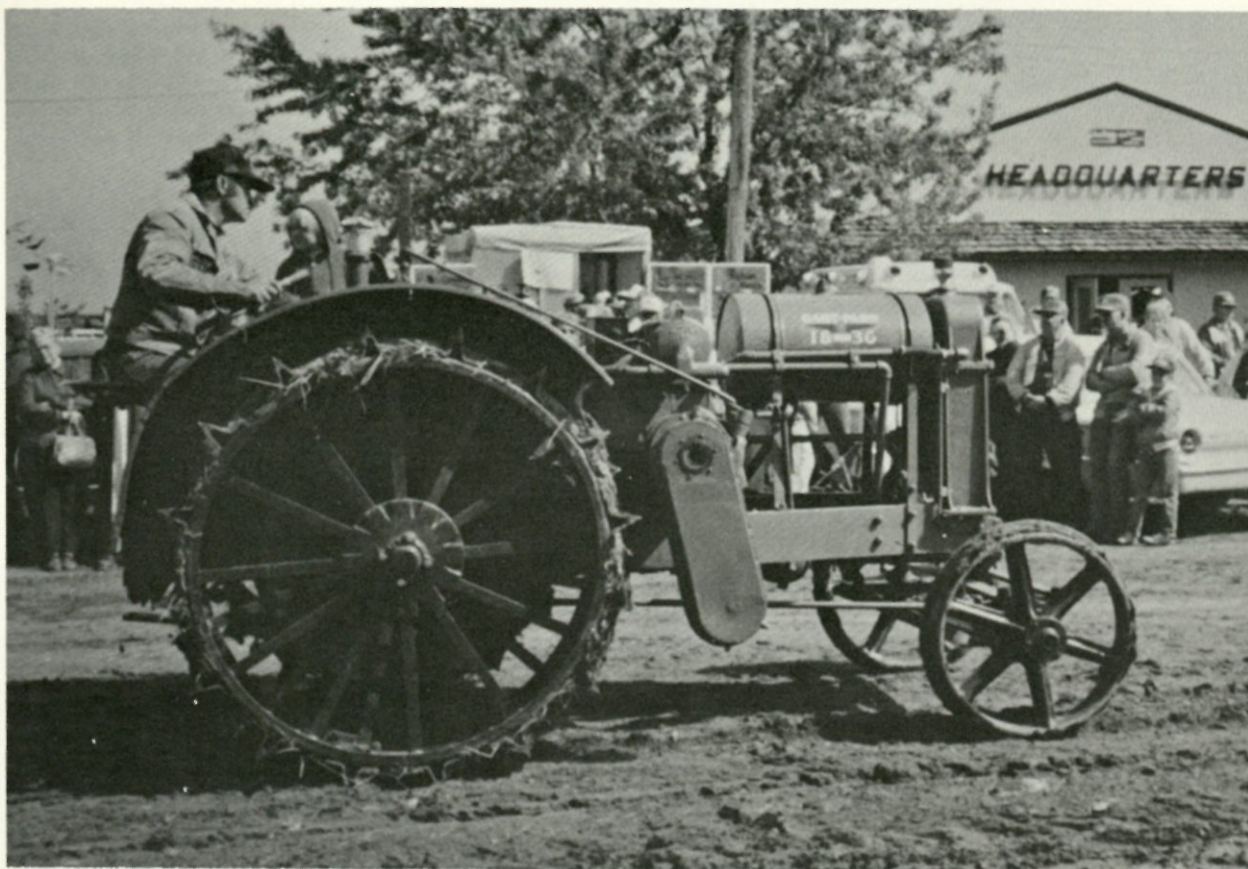


John Halvorson's display of toys.

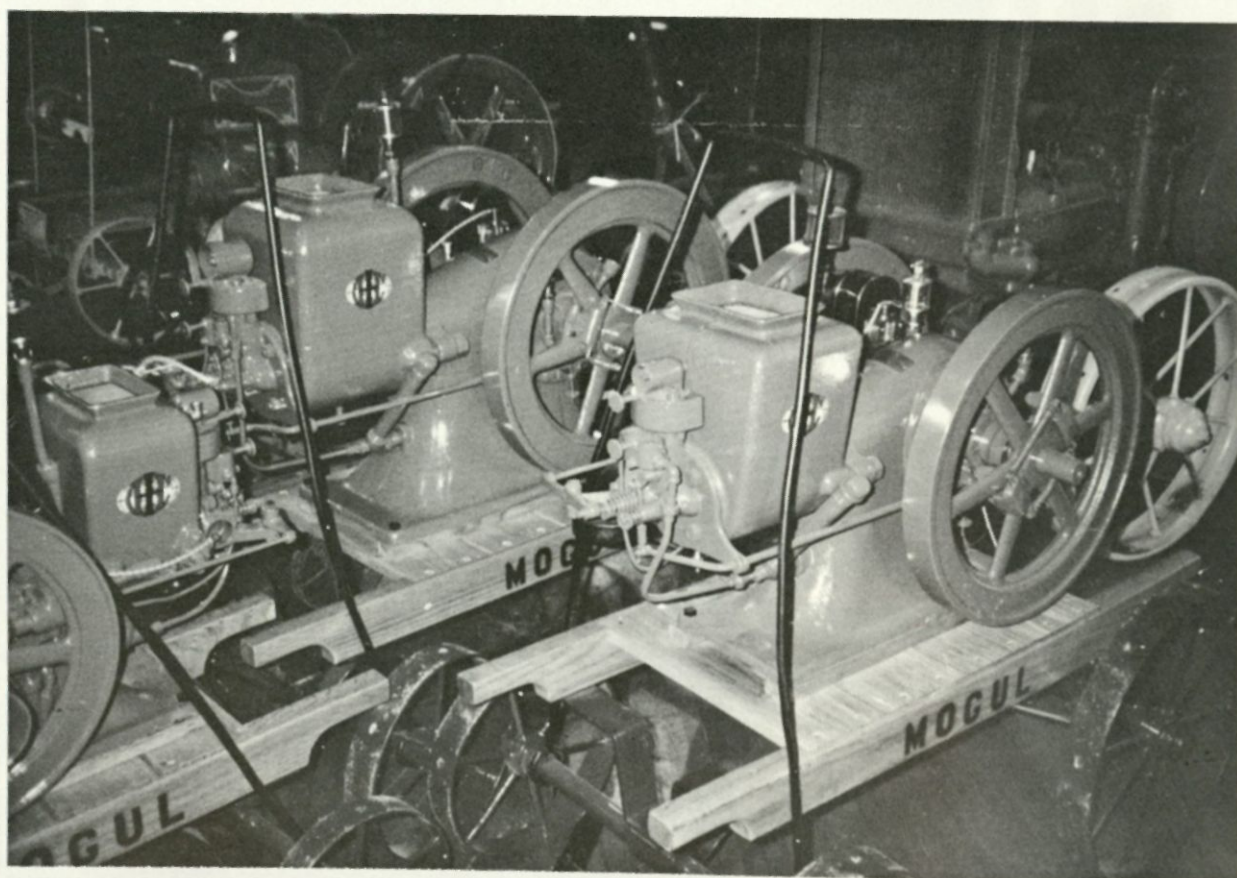


Gaylord Rachels' Oliver display.



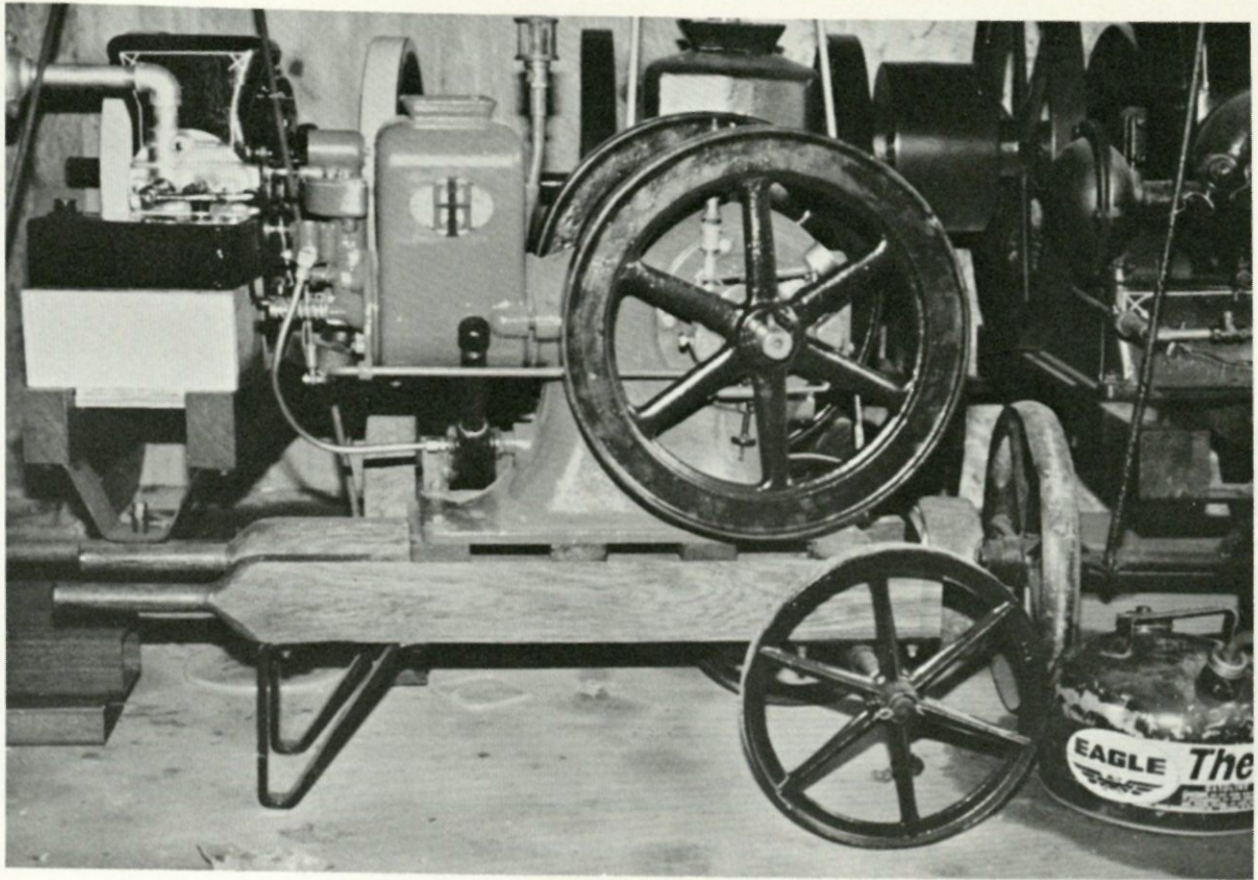


18-36 Hart-Parr 1928 owned by Dana Schroeder and Interstate Inc.



Collection of nice Moguls 1 - 1 1/2 - 2 1/2 h.p. owned by Don Goodburn.



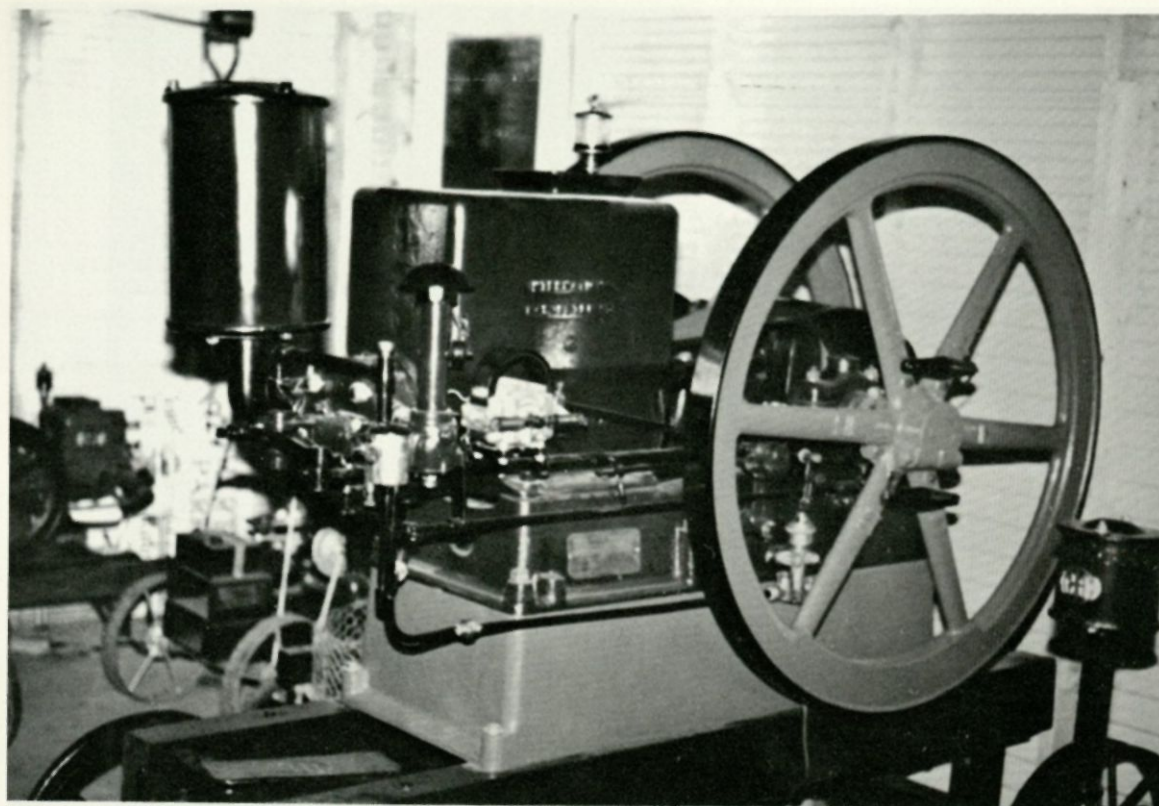


1 h.p. Mogul owned by Dana Schroeder.

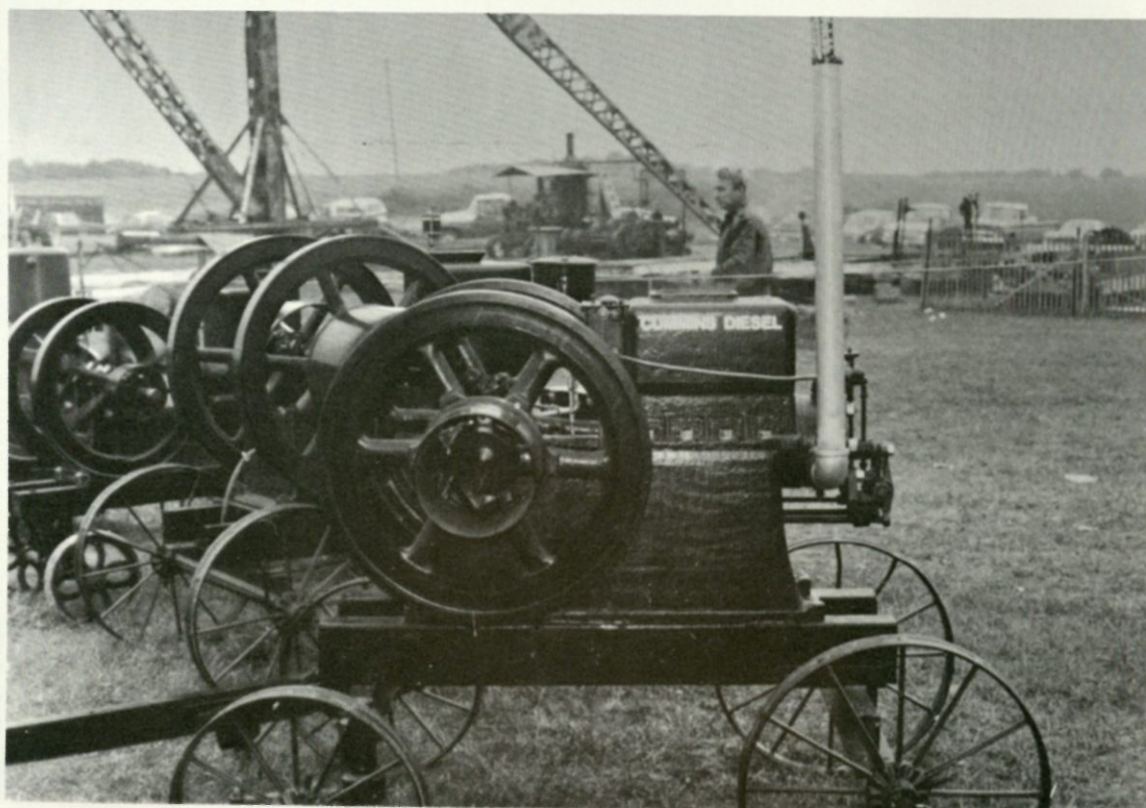


12 h.p. Famous owned by Dana Schroeder.



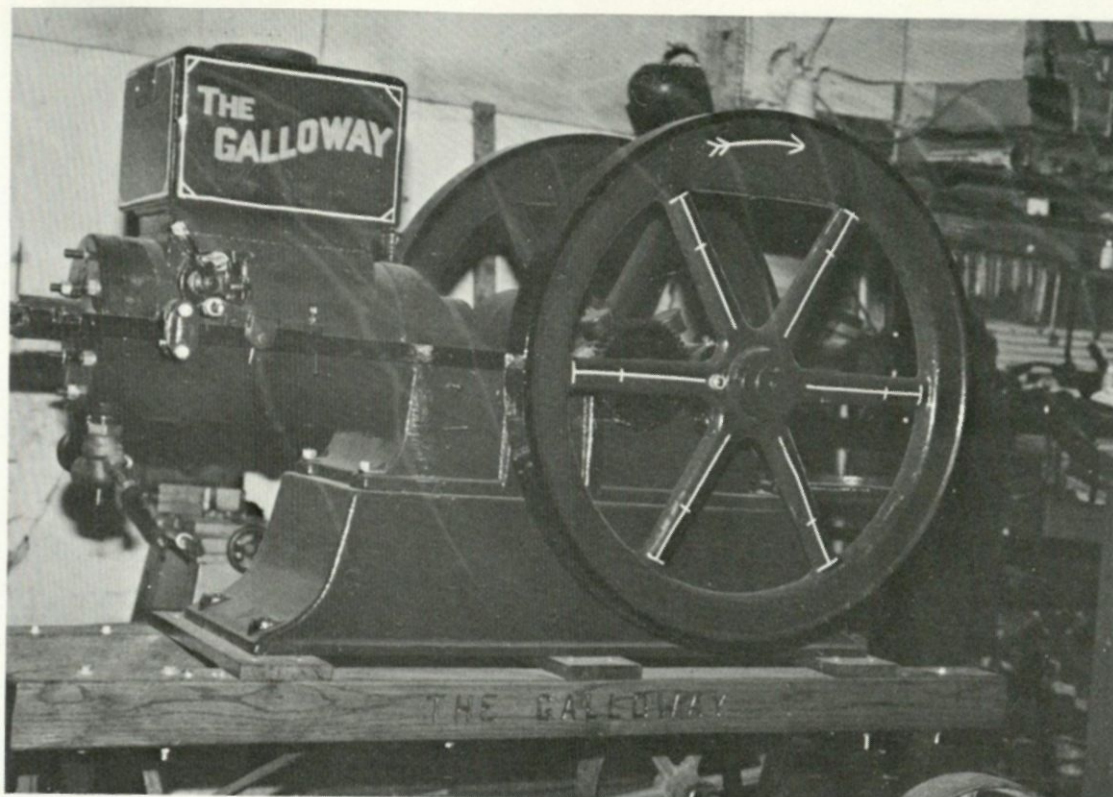


6 h.p. Hopper cooled Famous owned by Dana Schroeder.

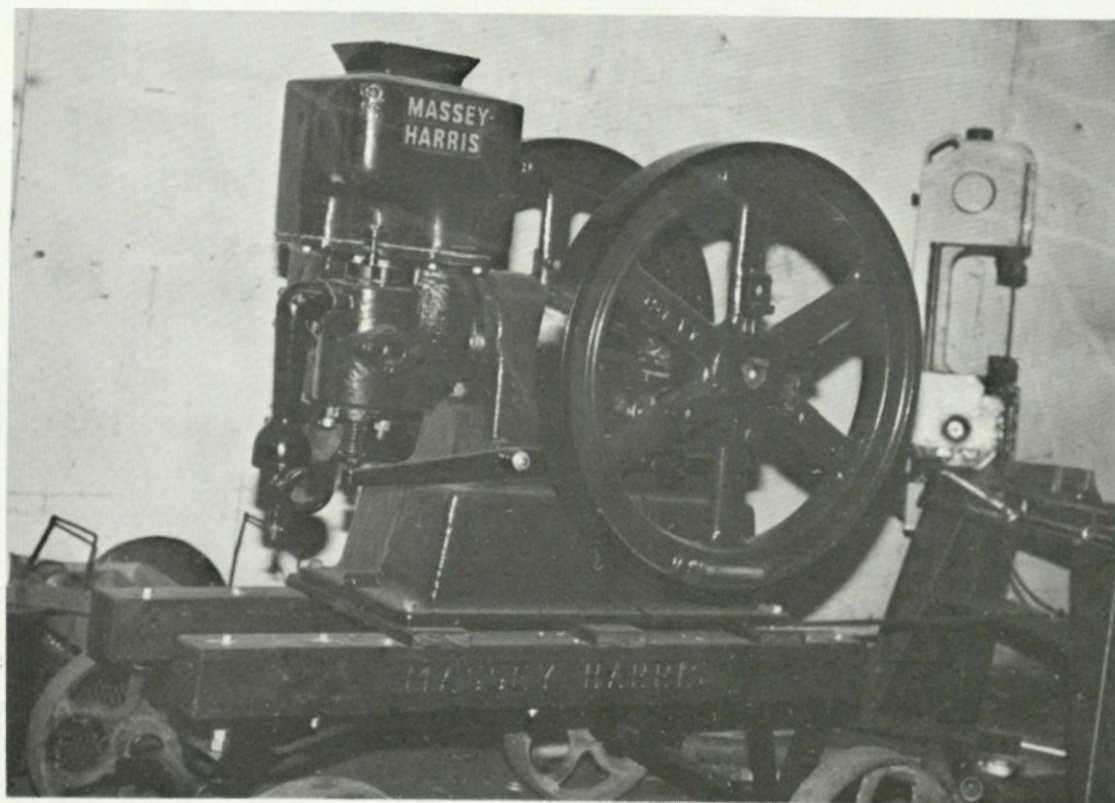


6 h.p. Cummins-Thermoil Diesel owned by Dana Schroeder good crowd pleaser.





**5 h.p. Galloway owned by Dana Schroeder.**



**4 h.p. owned by Dana Schroeder.**





**Moving day for the 75 h.p. Fairbanks Morse Diesel.**

**This engine was taken out of an old feed mill  
by Millerville, MN.**





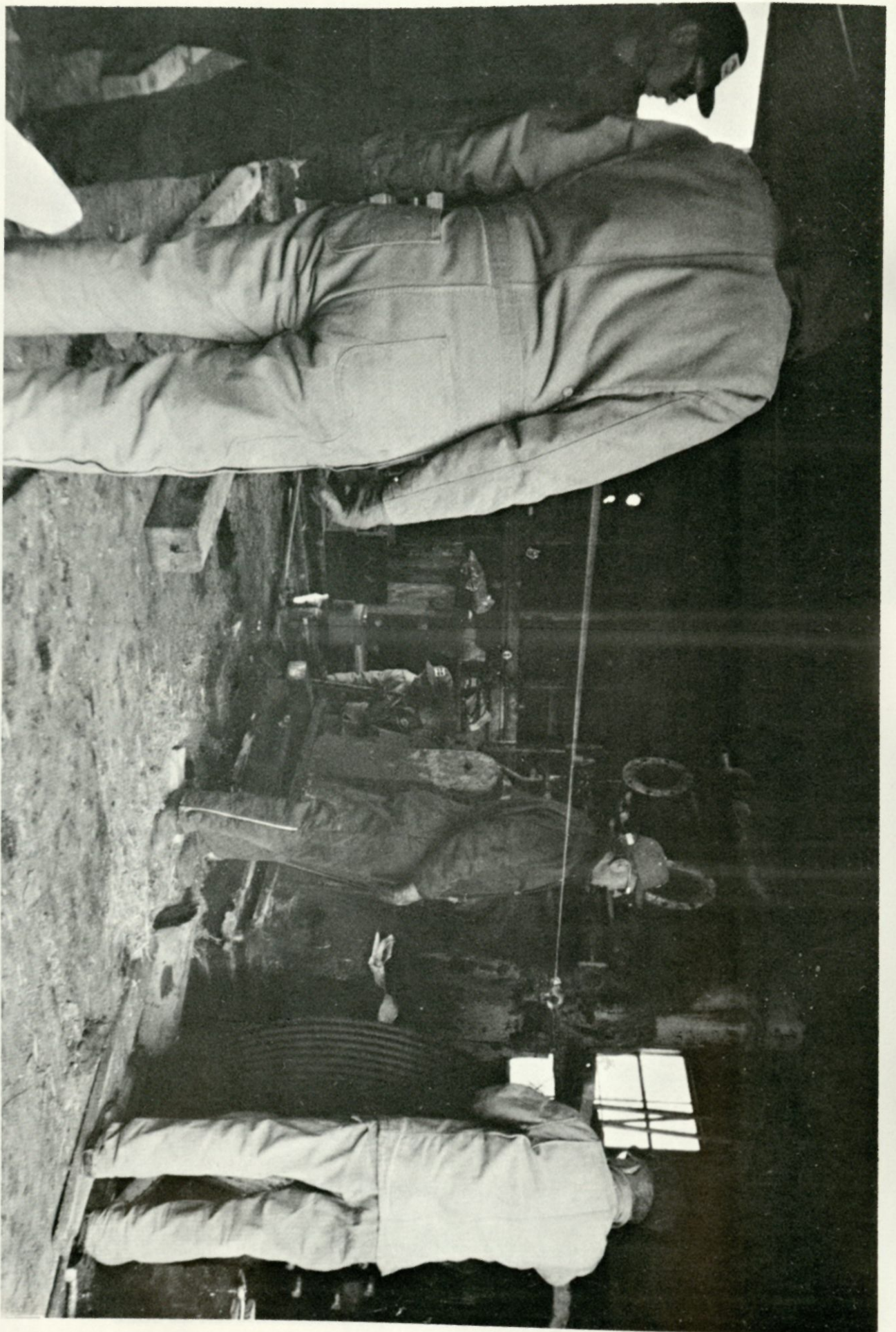


**Getting ready to pull cylinder out through the roof.**



**Loading the base of the 75 h.p. Fairbanks Morse onto the trailer.**



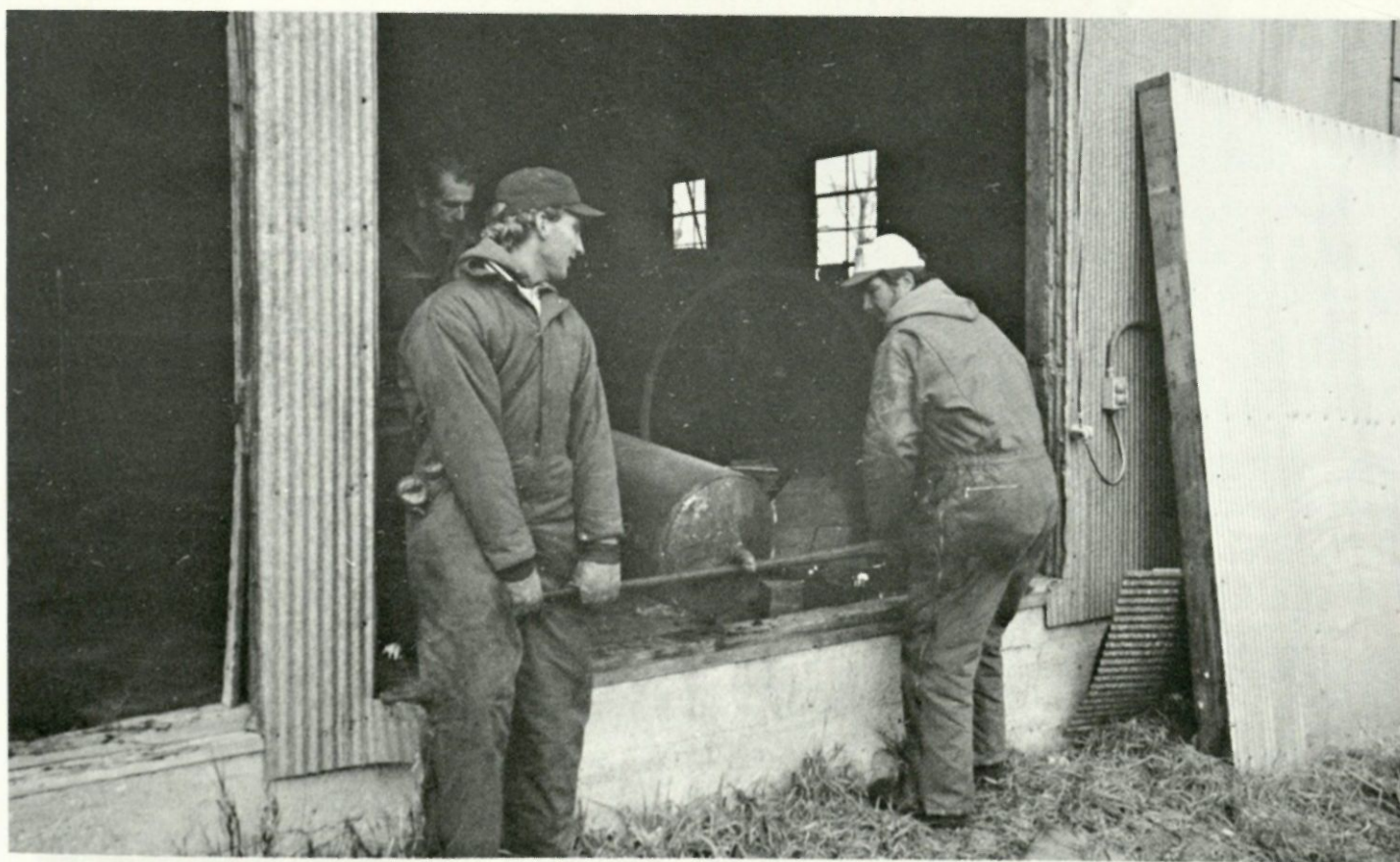


Getting ready to move out the 150 h.p. Fairbanks Morse. This engine donated to the Dalton Show. The engine came out of a granite works by Bellingham, MN.





**150 h.p. Fairbanks Morse at Bellingham.**



**Moving out one of the starting tanks.**

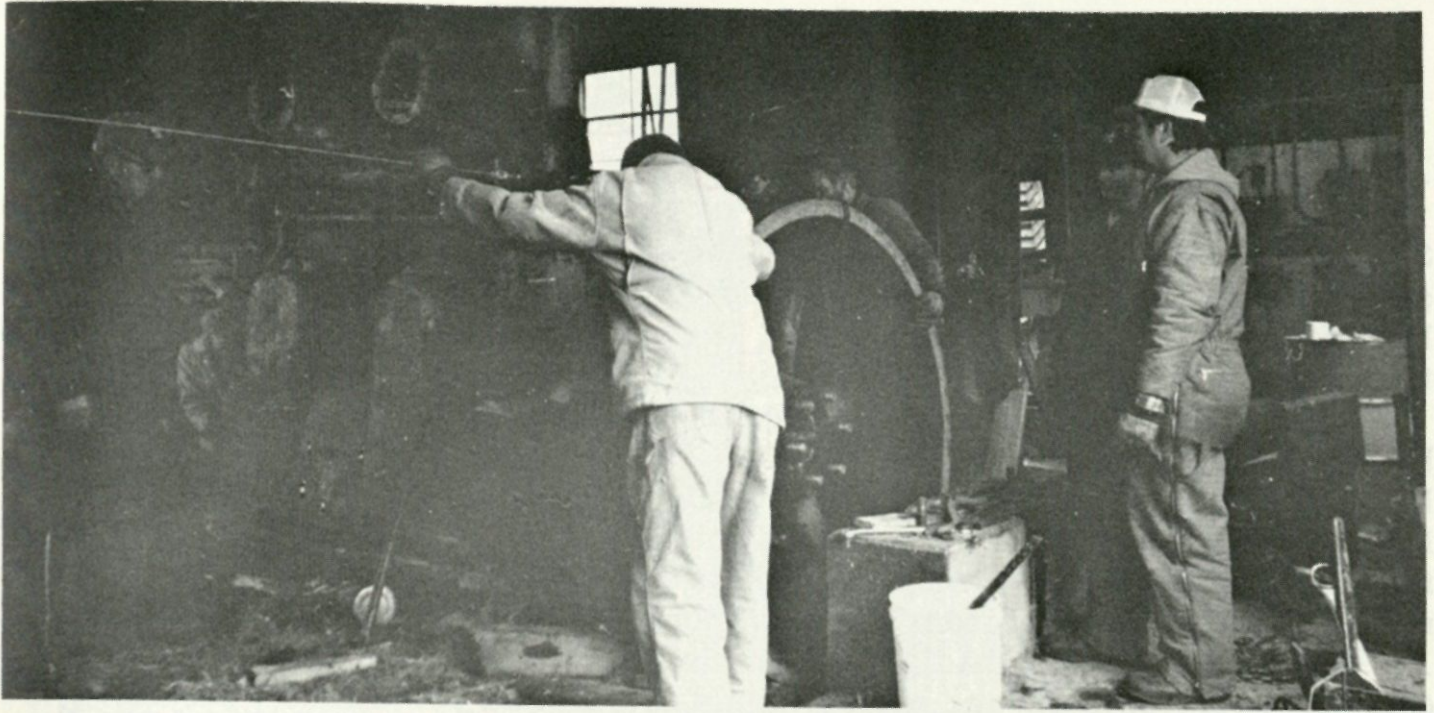




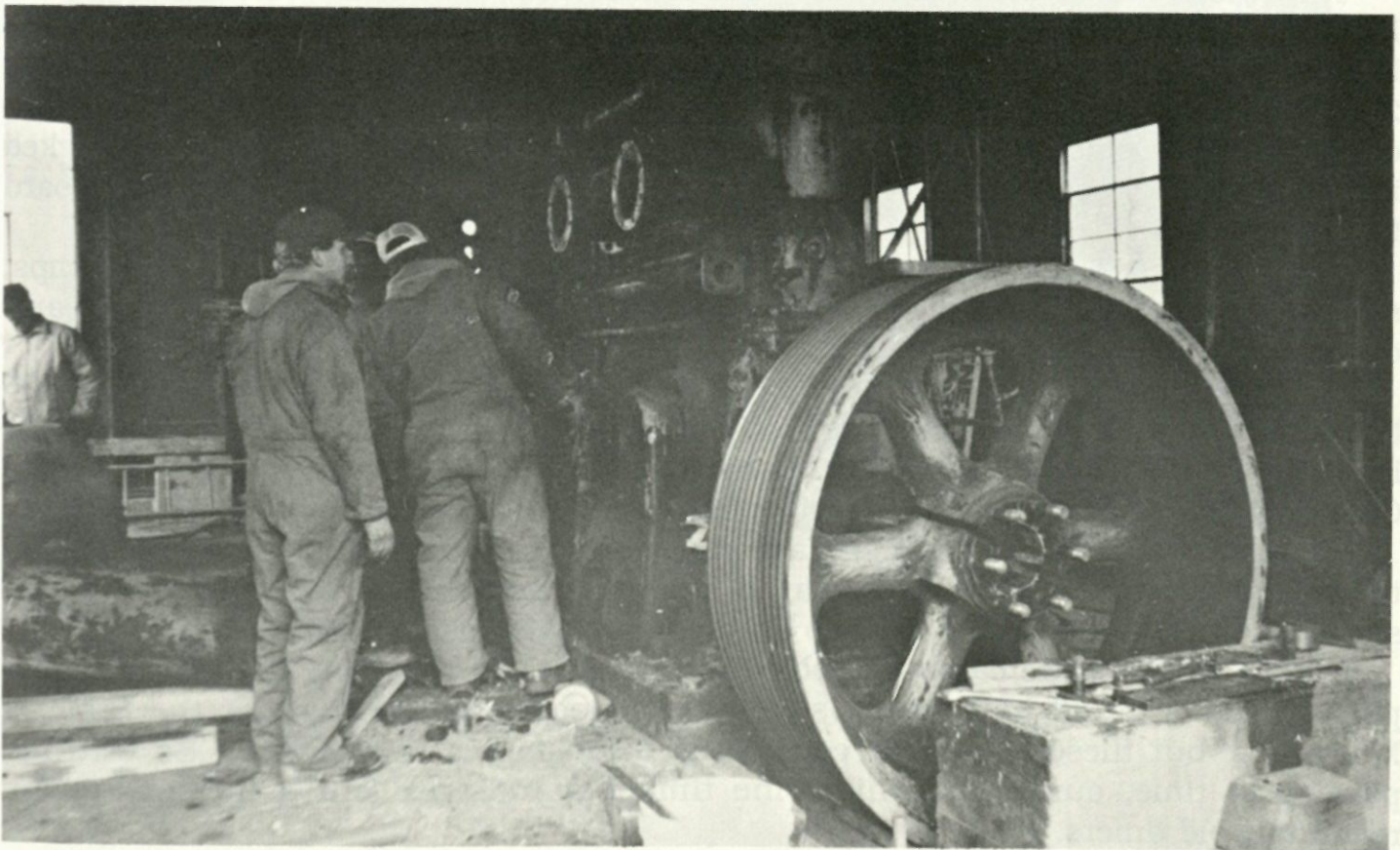
Red Larkin and Gordy Larson moving out the exhaust.







**Moving off the flywheel.**



**Scott Melby and Bill Aasness next to the flywheel.**



# **THE MINNESOTA WHITE PINE AND** **SAWMILLS OF YESTERYEARS**

White pine covered the eastern part of the State of Minnesota as far south as Stillwater and the northern one-third of the state. The first logging in the state was started sometime in the early 1830's and continued for nearly 100 years until the last log drive on the Little Fork in 1937. The 100 year period brought logging camps to every timbered area of the state.

The first sawmill in the state on record was at Fort Snelling in 1821. Stillwater, by the Middle 1800's, became a sawmill center of the state. However, by 1870, Minneapolis took over as the leading sawmill center with 14 large mills in operation. Many of these mills were band saws and some used the circular blade and a top saw for the larger logs. The sawmills located on the river used water power to run their mills, but steam was the main source of power. Duluth had its first sawmill about 1859, and in its heyday, had 13 large mills in operation. Some of the larger mills, equipped with gang saws and resaws, would saw around 100,000 feet per day.

From 1901 to 1909, the large Brooks Scanlon Mill, located on the St. Louis River at Scanlon, was considered the largest white pine mill in the world. After 1909, the Virginia Rainy Lake Co. at Virginia held the honors of being the largest. The town of International Falls had several large sawmills. One was noted for its great capacity and was called the "Cannon Ball Mill" because of the great speed they ran the carriage.

The record cut of white pine for a section of land was about 20 miles north of Duluth, which yielded 33 million board feet and was cut by a contractor for the Brooks-Scanlon Mill at Scanlon. Some of the larger white pine trees would contain 2000 board feet of lumber. In the winter of 1918, a large pine was cut 5 miles north of Mizpah. This pine stood in a creek bottom and 32 feet up from the stump, forked into four tops and contained 14 sixteen foot logs which scaled out with 4,400 board feet of lumber.

In 1916, there were 30,000 men working in Koochiching County Lumber Camps, so we see why the lumber industry held such an important role in the early development of Minnesota.

In the winter of 1893, a load of white pine logs 18 feet in length, scaling 36,055 board feet, was hauled over an ice road three miles to the river. This is the largest load ever hauled by one team of horses. This load of logs later was taken to the Chicago World's Fair as an exhibit. Nine flat cars were required to carry them.

Railroad tracks and spurs were laid into many areas for transporting the logs to the mills. Also, rivers and lakes played an important part in bringing logs to the sawmills. Horses and oxen were also used in skidding logs from the woods.

In the 1930's, there came an end to the era of the harvesting of our vast virgin pine stands. We still have many smaller mills scattered throughout the State of Minnesota, but these should be considered belonging to the new era. So with the passing of time, our virgin white pine timber stands are but a memory to the remaining old timers.



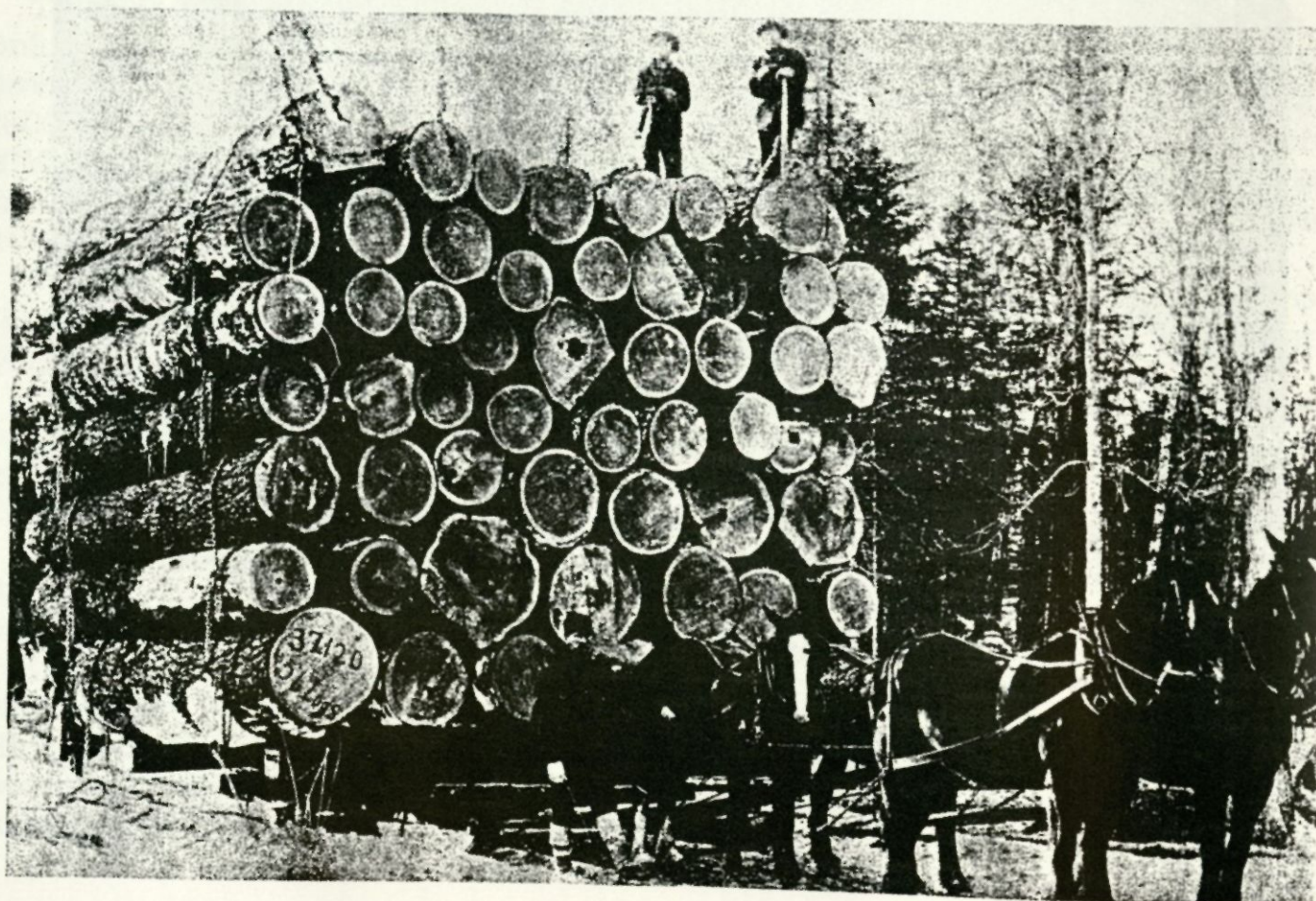


A fine stand of white pine three to four feet on stump.





Cross haul loading was common in the early days. Horses furnished power to the cable which can be seen around the log half-way up on the skids. The man with cant hook was called a "sender-upper". He had to be skilled to make sure the log was "cut" at the right moment to land properly on the load. This was necessary where one end was bigger and thus traveled faster.

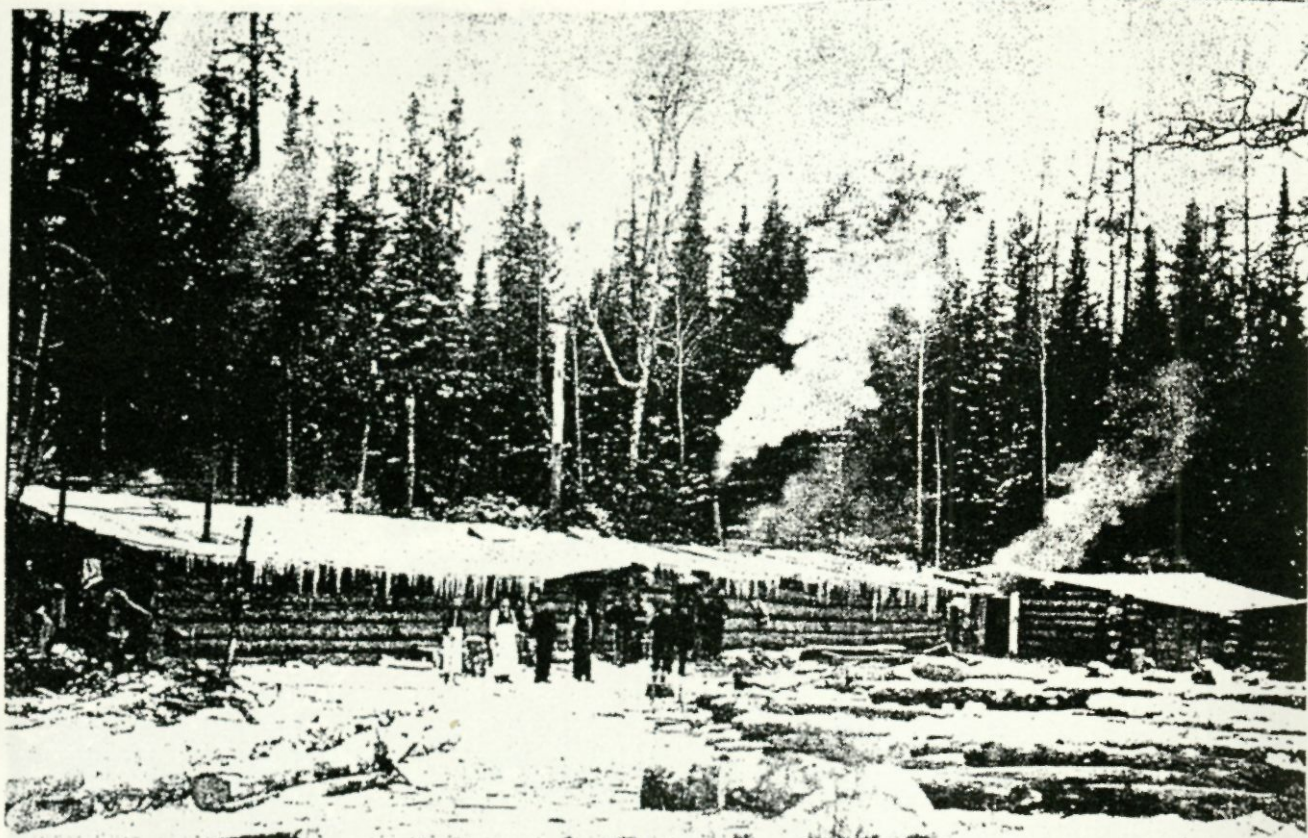




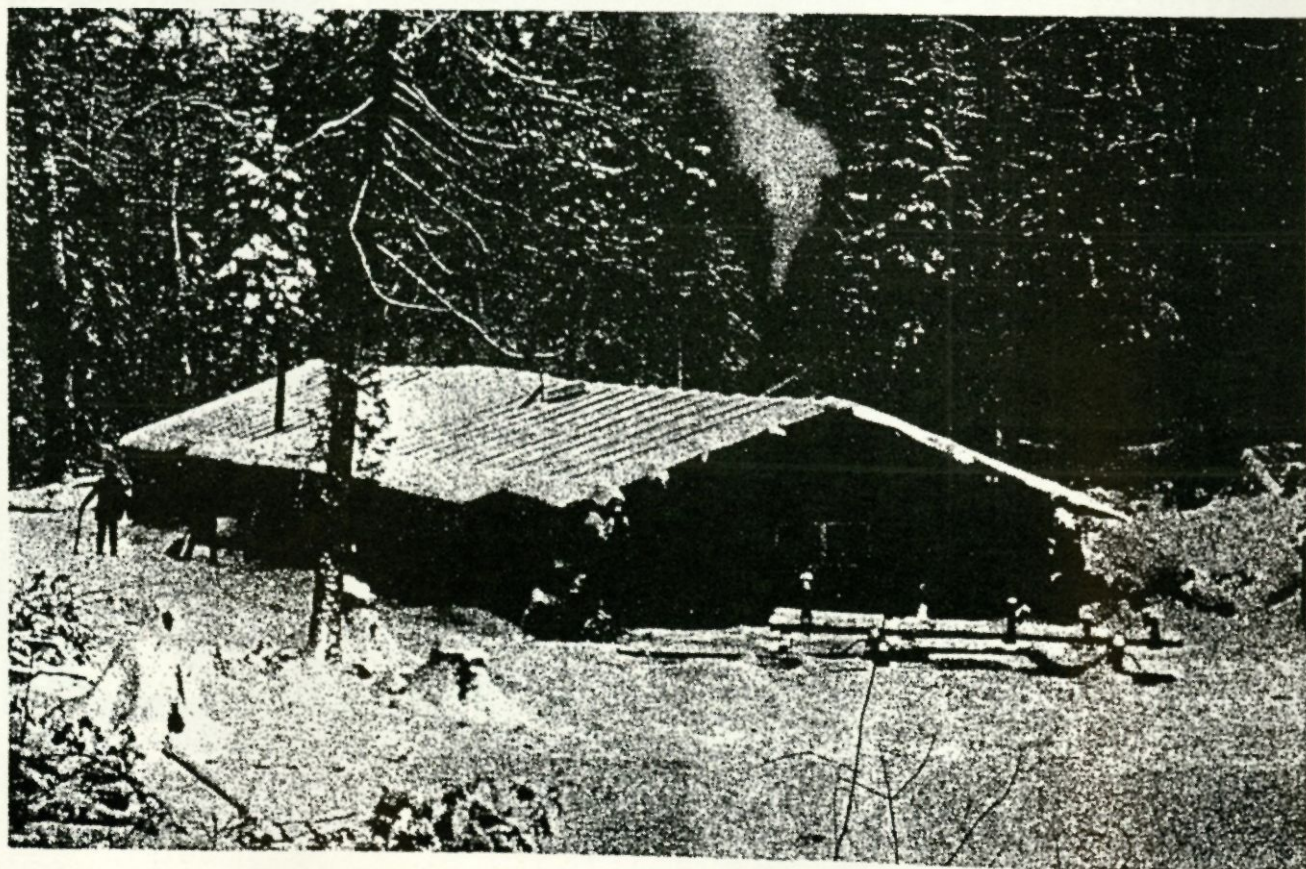


This load of logs on 16 ft. long sleigh bunks was hauled February 26, 1893 to an exhibit at the World's Fair in Chicago. It consisted of 144 tons of 18 ft. long white pine, scaling 36,055 ft., and was the largest load of logs ever hauled by one team. The haul to the river was three miles, over an ice road. The height of the load was 33 ft. 3 in. Nine flat cars were required to convey the logs to Chicago.





These are two very early camps — from about 1880. Note there are no windows in the one above.  
Below: Kitchen and bunk houses were under one roof.





# Present Day Area Sawmills

A number of small sawmills are still in operation in the area. We will try to cover a few of the past and present day mills. As you travel the countryside many old sawmill sites are still visible.

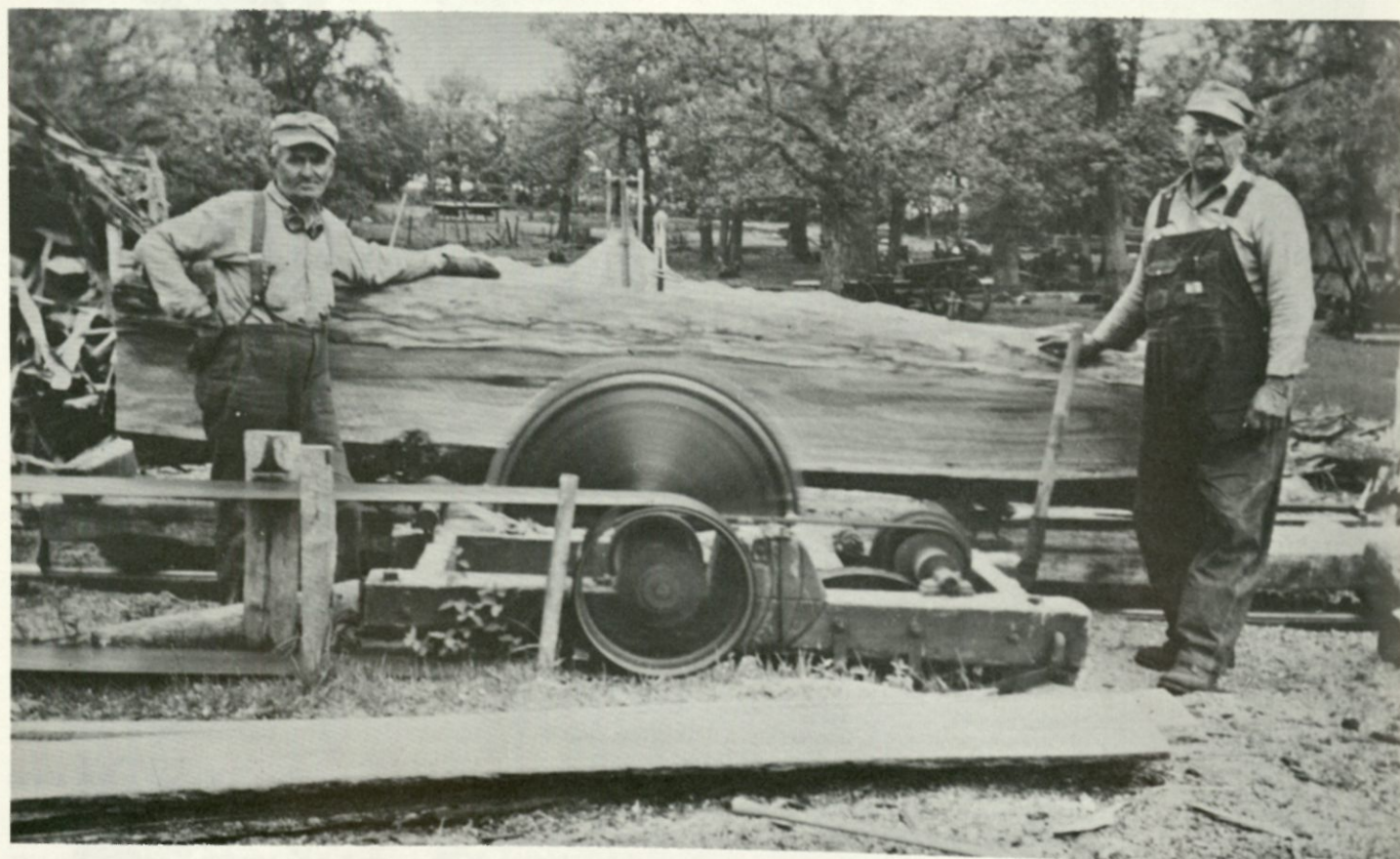


George Melby's sawmill cutting elm logs. George is at the control and Kenneth Bratvold is riding carriage. This was taken about 1950 in St. Olaf Township. Ken Bratvold sawed lumber at the Dalton show for 25 years with his own mill. He sold that mill in about 1985, but still operates a portable mill of his own.





**George Melby sawing lumber on the north side of Lake Sewell. Ken Bratvold is on carriage and Dale Akerman is taking slab and lumber.**



**Julius Thompson's mill east of Underwood. Louis Johnson is the helper.**





Ken Aasness sawing in Dane Prairie Township about 1980. This is a right-hand mill, belt powered. Most of the smaller mills are left-hand mills, powered by power takeoff from a farm tractor. Dane Prairie had a number of sawmills in the early 1900's. The Skinrud Brothers ran a mill powered by a Northwest Steam Engine. Henry Skinrud was a member of the Lake Region Pioneer Threshermen's Association. Also Jens Jensen and Alex Olson operated their own sawmills.





Some 24 foot oak logs which will be cut into bridge planks.



Ken Aasness on 3 foot diameter elm log with "Muffer".





The new old sawmill at the Dalton show grounds purchased in late August, 1988. This mill was built by the late P. H. Lahr of St. Joseph, MN. The Lake Region Pioneer Threshermen's Association bought the mill from his widow and used it for sawing lumber at the 1988 show at Dalton. The roof over the mill was built a few days before the show and will be completed this coming season. The pine logs were sawed into boards and 2" material to be used on various projects on the show grounds.





The 1988 sawmill crew at Dalton show grounds. Left to right: David Akerman, Ed Thompson, Scott Melby, Dale Akerman, Randy Young, Glen Melby and Ken Aasness.



Pine lumber stacked and drying 3 days after the 1988 show.





## MOTHER WRITING TO HER NORWEGIAN SON . . .

DEAR SON:

I'M WRITING THIS SLOW CAUSE I KNOW YOU CAN'T READ FAST. WE DON'T LIVE WHERE WE DID WHEN YOU LEFT. YOUR DAD READ IN THE PAPER WHERE MOST ACCIDENTS HAPPEN WITHIN TWENTY MILES OF HOME . . . SO WE MOVED. THIS PLACE HAS A WASHING MACHINE. THE FIRST DAY I PUT FOUR SHIRTS IN IT. I PULLED THE CHAIN AND HADN'T SEEN THEM SINCE.

IT ONLY RAINED TWICE THIS WEEK: THREE DAYS THE FIRST TIME AND FOUR DAYS THE SECOND TIME.

THE COAT YOU WANTED ME TO SEND YOU. YOUR AUNT SUE SAID IT WOULD BE A LITTLE TOO HEAVY TO SEND IN THE MAIL WITH THEM BIG HEAVY BUTTONS, SO WE CUT THEM OFF AND PUT THEM IN THE POCKETS.

WE GOT A BILL FROM THE FUNERAL HOME, SAID IF WE DIDN'T MAKE THE LAST PAYMENT ON GRANDMA'S FUNERAL BILL, UP SHE COMES. YOUR UNCLE JOHN FELL IN THE WHISKEY VAT. SOME MEN TRIED TO PULL HIM OUT BUT HE FOUGHT THEM OFF PLAYFULLY SO HE DROWNED. WE CREMEATED HIM. HE BURNED FOR THREE DAYS.

THREE OF YOUR FRIENDS WENT OFF THE BRIDGE IN A PICKUP. ONE WAS DRIVING, THE OTHER TWO WERE IN THE BACK. THE DRIVER GOT OUT. HE ROLLED DOWN THE WINDOW AND SWAM TO SAFETY. THE OTHER TWO DROWNED. THEY COULDN'T GET THE TAILGATE DOWN. NOT MUCH MORE NEWS THIS TIME. NOTHING MUCH HAS HAPPENED. WRITE MORE LATER.

LOVE, MOM

P. S. I WAS GOING SEND YOU SOME MONEY BUT  
ALREADY HAD THIS SEALED.





Jerry and Dustin at L.R.P.T.A. in 1987. Cockshutt 30 homemade woodsplitter.







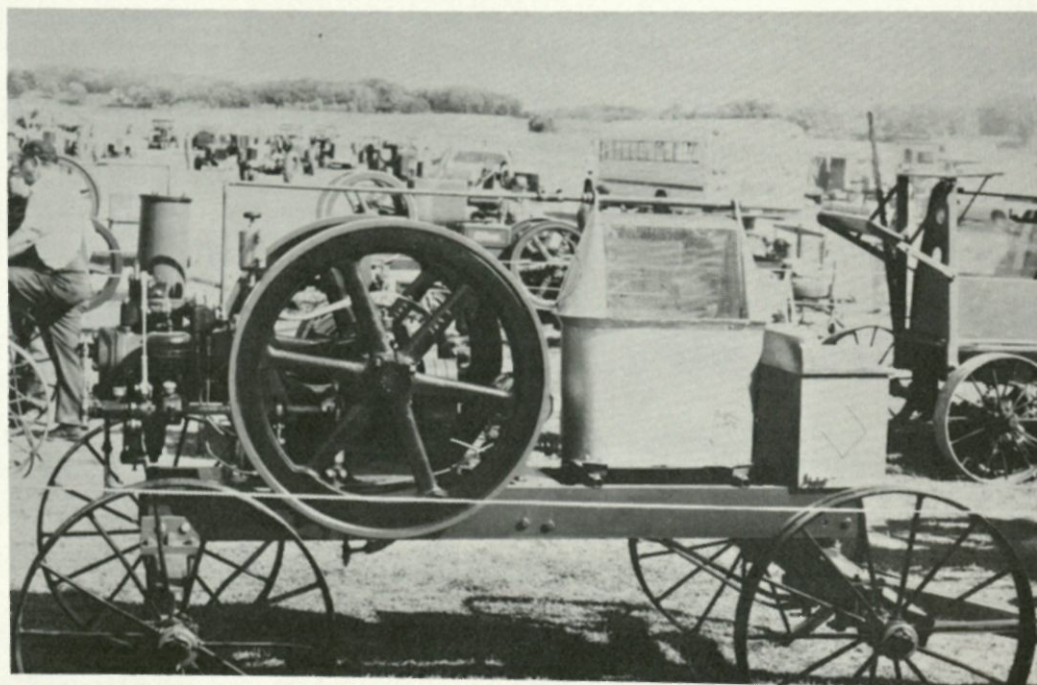
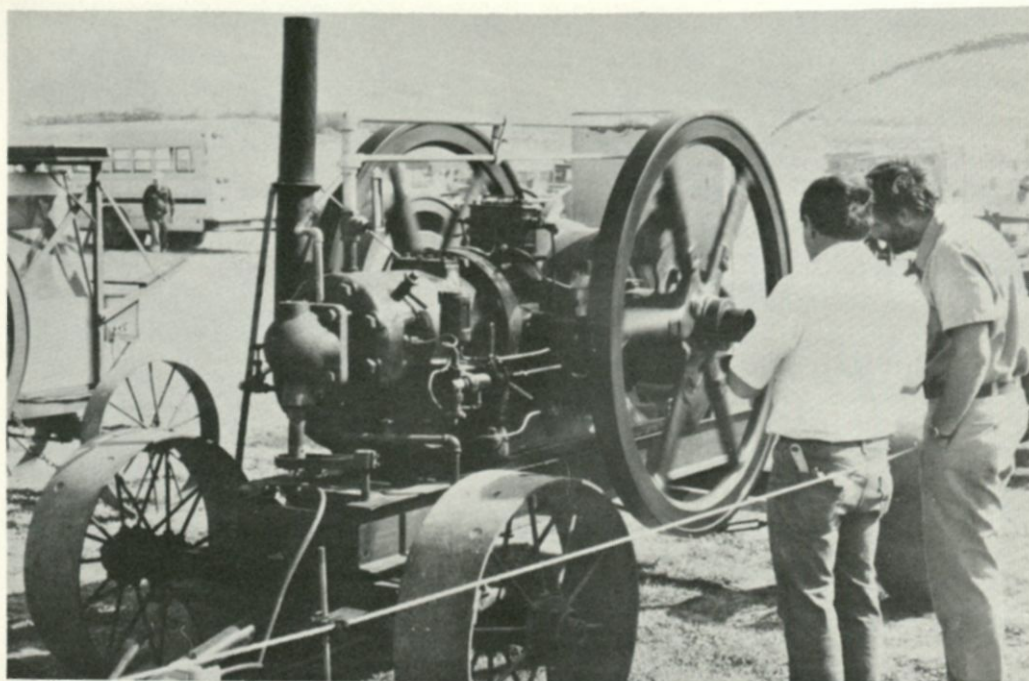
Dana Schroeder making tracks to lead the parade in his 18-36.



Alfred Stiedl operating the 1/3 Sageng self-propelled threshing machine.



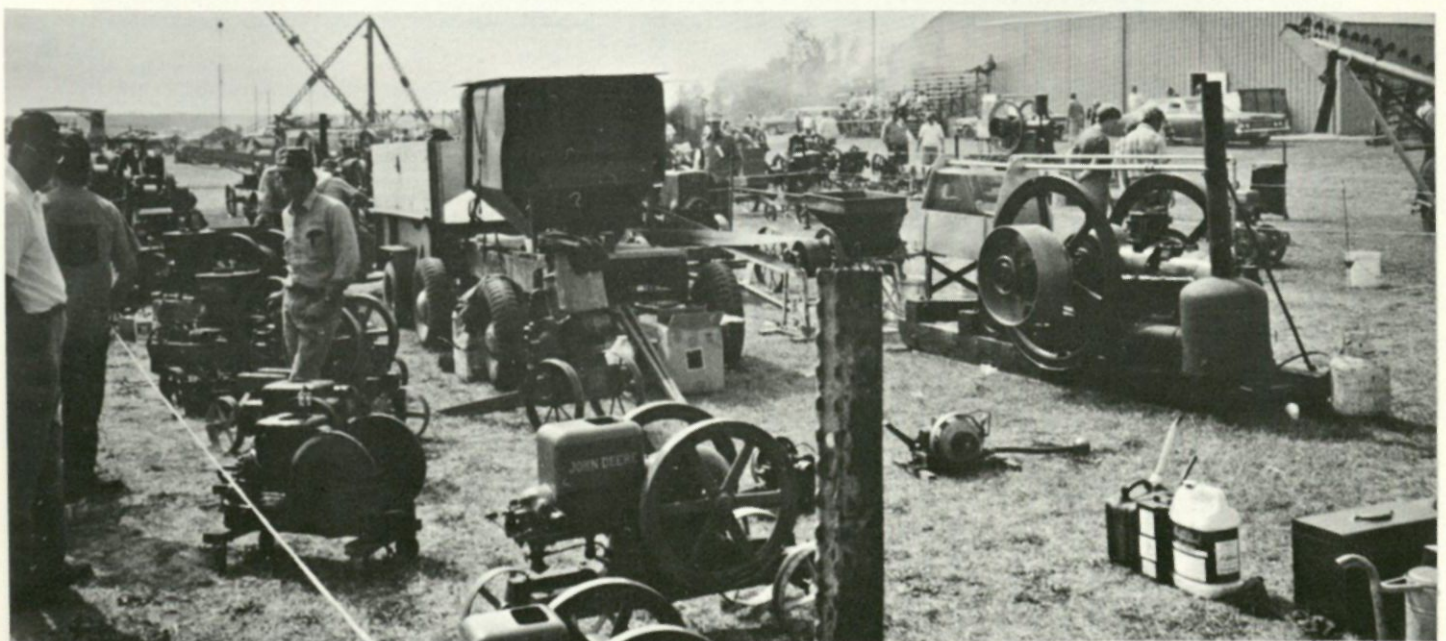
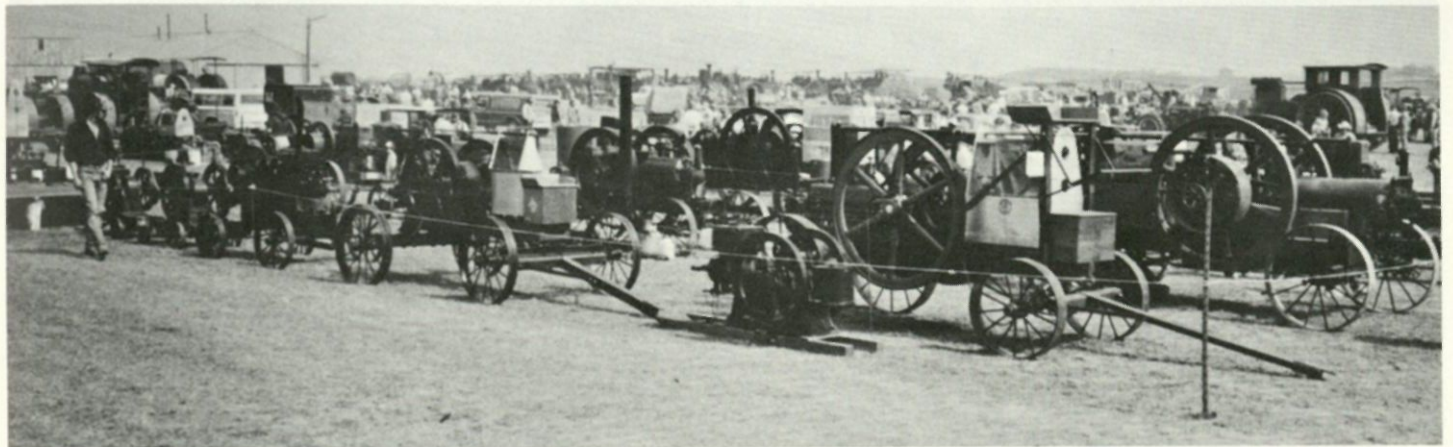




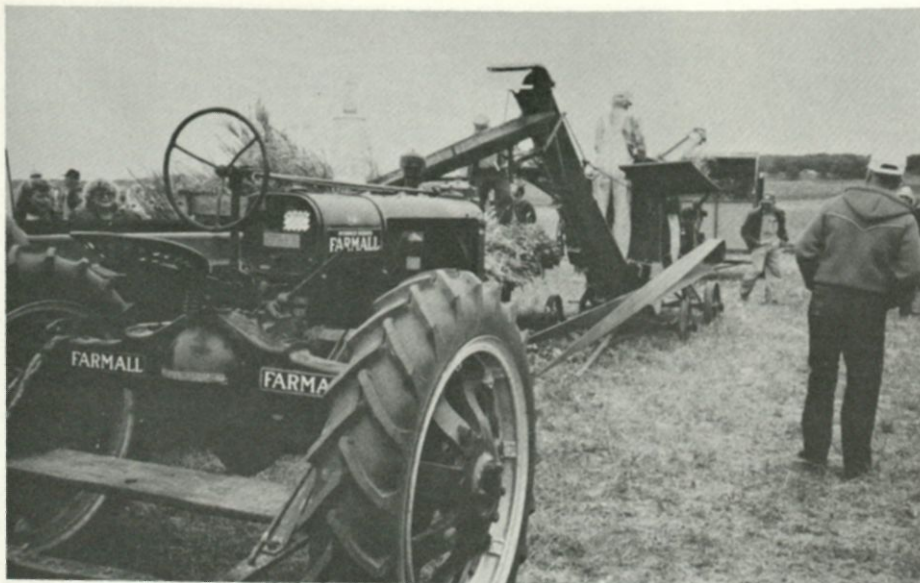




Lavern discussing some show strategy.







Earl Nelson shredding corn at Dalton's  
1988 show.



LeRoy thinks he is going to get the Olivers lined up for the parade.

Just look at this nice HG Cletrac all  
dressed up for a parade.







Marv Schneider . . . Don't trip the plow now.







Listen to my 80 purr.



Jim Fenner smilin' and driven.

The Oliver 88 we  
gave away.







Helland's 77.



The 88 Oliver we raffled off for 1988 on pick up duty on the grounds.

The 88 we raffled off in the parade line. Driver was Dale Akerman, he is talking to Dave Greif.



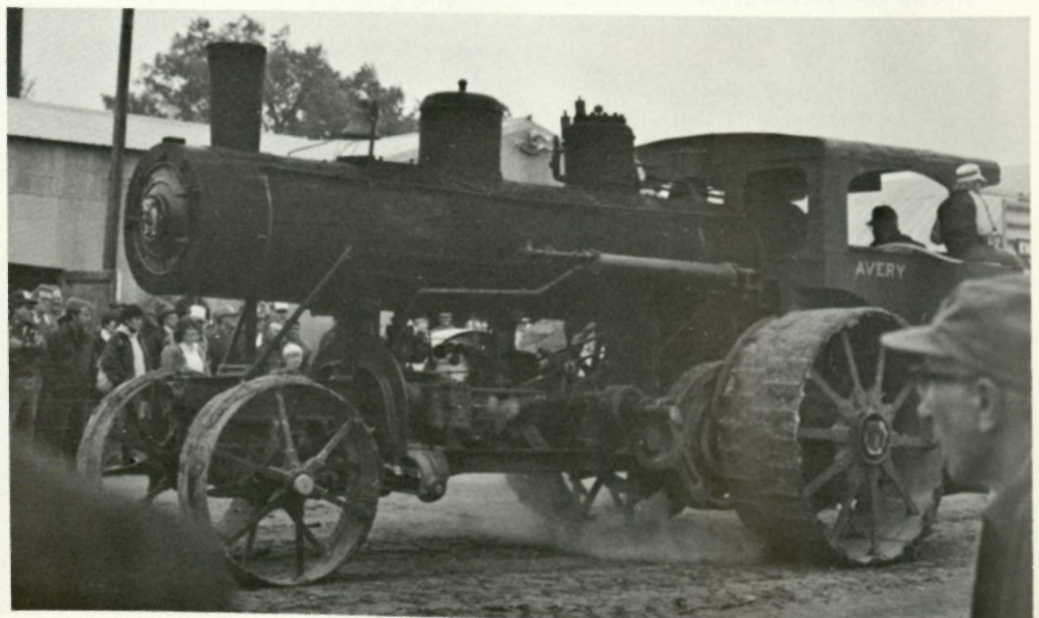




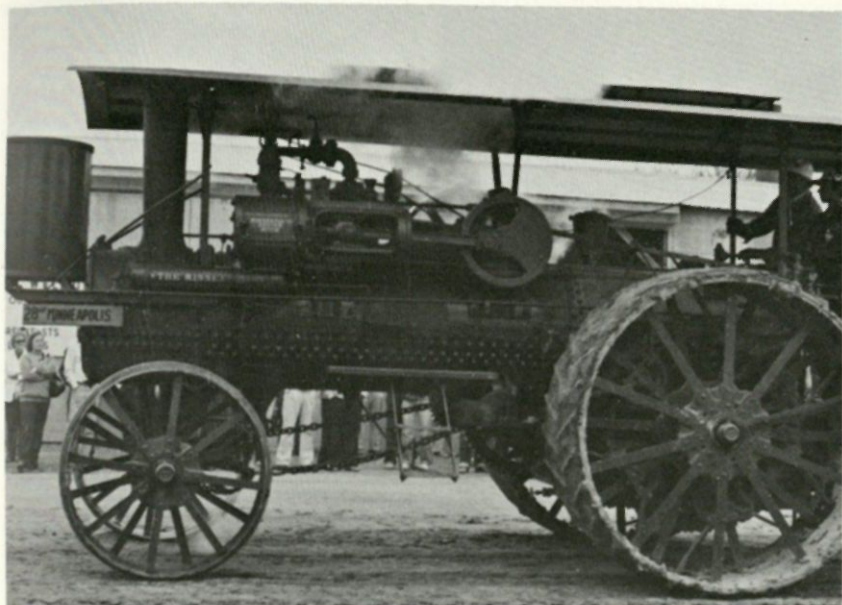
**V. P. Richard Akerman steaming up for the 1988 Show.**



**These steam engines are just a few of the 30 steam engines that are on the grounds.**







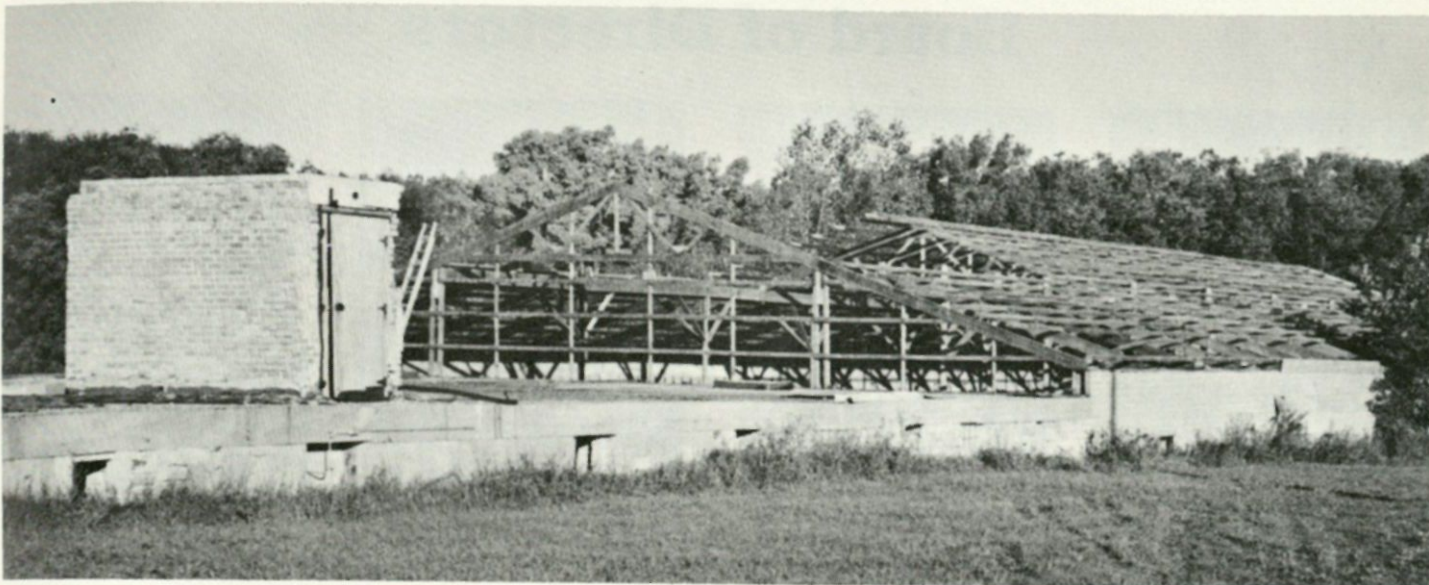




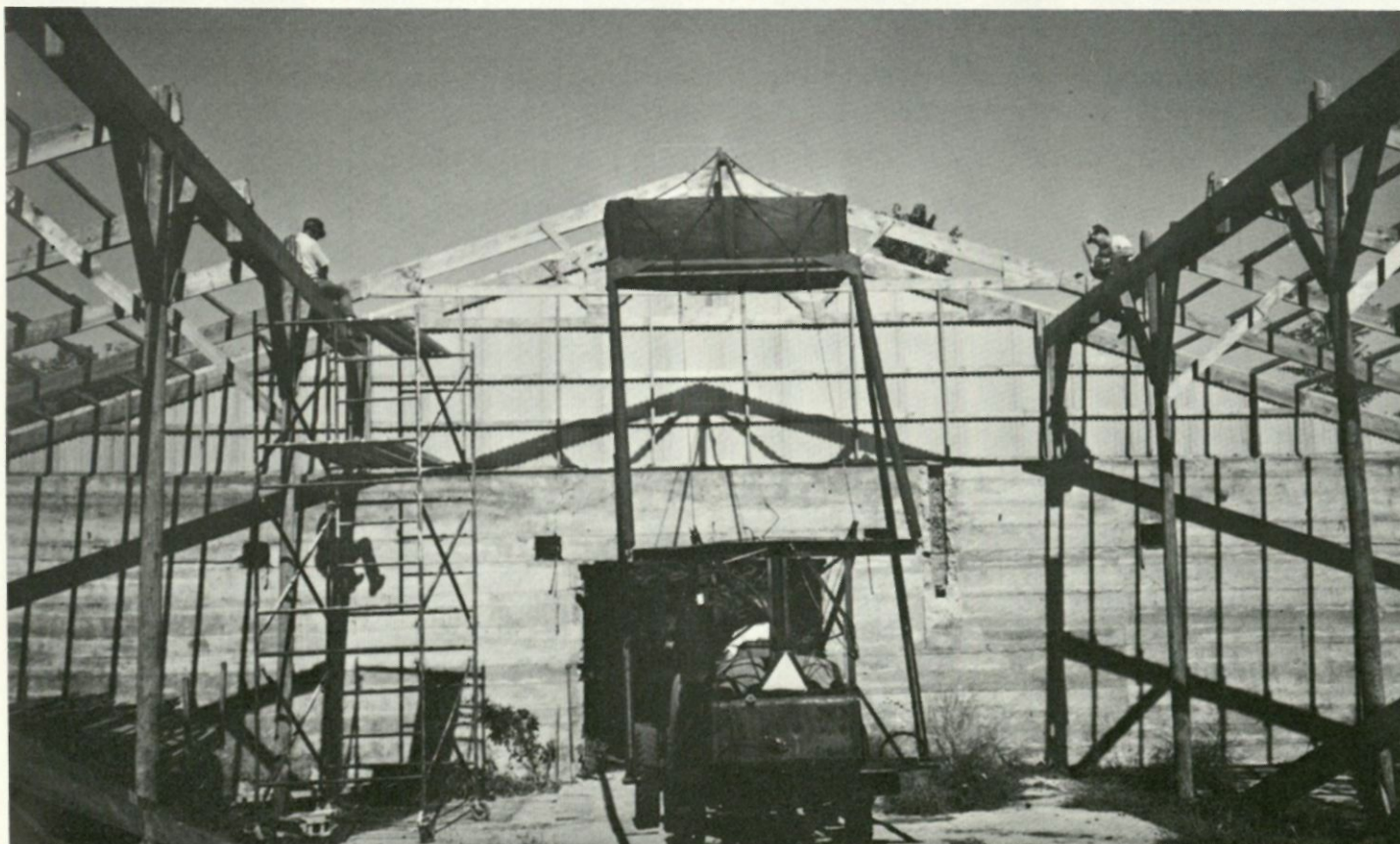
Getting ready for 1988 Show.







Club members at work salvaging lumber at the Fergus Falls State Hospital. Rafters and poles to be used for future buildings.





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