RAILROADS in Adams Township/Stanton Township.

By the early 20th century, railroad tracks criss-crossed the peninsula.

Trains moved unrefined ore to the smelters, copper ingots to shipping docks, workers to their jobs, even children to school. Passenger cars transported people and products in and out of the area. In an area where roads were reduced to a morass of mud in the spring and blocked by drifts of snow in the winter, business depended on railroad trains to maintain contact with the rest of the world.

FINNS and RAILROADS

In
NORTHERN MICHIGAN
By
Timothy Laitila Vincent

Included here is a listing of all railroads in Michigan's Upper Peninsula along with their stations and distances. The source is the 1911 Michigan Official Directory and Legislative Manual, compiled by Frederick C Martindale, Secretary of State. (I have taken only the local ones)

1910
RAILROADS OF MICHIGAN
with
Stations & Distances

COPPER RANGE RAILROAD
Calumet.....0**(distances from Calumet)**
Laurium.....3
Lake Linden.....6
Grove.....7
South Lake Linden.....8
Hubbell.....8
Mills.....9
Mason.....11
Point Mills Junction.....12
Woodside.....13
Dollar Bay.....13
Ripley.....16
Hancock.....16
Atlantic.....22
Mill Mine Junction.....24
Messner.....25
Ricedale.....29
Toivola.....33
Stonington.....35
Elm River.....39

Twin Lakes.....41
Stackpole.....42
Winona.....44
Seager.....48
Lake Mine.....55
Greenland Junction.....56
Adventure.....57
Greenland Junction.....56
Peppard.....57
McKeever.....58
Mass City.....59

Painesdale & Lake Shore Branch (Distances from Painesdale)
Painesdale.....0
Trimountain.....1
Baltic Junction.....3
South Range.....3
Mill Mine Junction.....4
Obenhoff.....7
Salmon Trout.....9
Redridge Junction.....12
Redridge.....13
Stanwood.....12
Edgemere.....14
Edgemere Junction.....14
Beacon Hill.....14
Freda.....15
Freda Park.....20

STANWOOD DEPOT

By William H. Brinkman

Now I wish to describe one of the unusual depots of the Copper Range Railroad system at the turn of the century. It was called the Stanwood Depot in recognition of Charles Stanwood, a mining superintendent on the Keweenaw and a friend of the Stanton family of Atlantic Mine.

It was built in 1905 to accommodate several reasons. First, it was located in an isolated woodland about a half mile from Redridge, west, and a half mile from Edgemere, east.

The exact location was an intersection of a roadway that connected with the Blue Ribbon Road that crossed the railroad track and then entered the Redridge to Freda road.

It was built to accommodate the superintendent of the Baltic Mill, William H. Schacht, who was the engineer who built the Baltic Mill and supervised it for several years.

Stanwood Depot also accommodated passengers to and from the Freda Park and from Redridge. It is interesting to note here that the Freda Park train never, ever entered Redridge, because the distance from the Redridge junction to Redridge was only a half-mile and there was no money worthy of the train entering that section of the railroad. Therefore, the Freda Park train would always go through the junction and bypass the track to Redridge.

The depot was about twelve by fifteen feet in size, made of good timber, had a large window on the east and west sides, sported a medium size potbelly stove, and was supplied with wood by the railroad section crew. People entering the depot were expected to set their own fires burning to keep the building warm. The men on the section crew supplied a big pile of cord-wood and the depot thrived busily for at least a score of years.

Lake shore passengers were served from the Blue Ribbon Road area, some from Edgemere and some from Redridge. However, regular trains such as the school train, mail train and rock train, came to Redridge every day. From 1912 to 1922, the school train transporting students who attended the Painesdale high school, entering Redridge every morning and late afternoon to pick up the high school students and return them after school. However, in 1922, when the Baltic Mill closed, the school train to Redridge was discontinued and the high school students had to get on at the Stanwood depot, a half-mile farther up the road. It was expected that the first student who got to the depot would get the fire started in the stove to keep the building warm until the train arrived. This habit was continued for several years and soon, as expected, the kids started to neglect the building, the stove, and the cord-wood supply.

With the closing of the Blue Ribbon Saloon in 1917, the Adventure Mill in 1913, and then the Baltic in 1922, the handwriting was visible on the wall. The depot started to suffer from neglect. For a short while, the depot acted as a center for a logging contractor, but after a while, with the Discontinuation of the school train in 1942, the building started to suffer terribly from disrepair. Wild animals started to chew away at the foundation, and during the 1950s, nothing but a skeleton of the wooden depot remained.

Finally, during the 1970s, the last remnants of the depot were salvaged. Now all of the Copper Range Railroad stations are gone and so, too, are the railroad tracks. The depot had a long and colorful history.
(Bill Brinkman, the Stanton Township historian, is a regular contributor to this quarterly newsletter.)

Stanwood Depot.

Beacon Hill Depot.

Railroad: Copper Range Railroad

Michigan's Internet Railroad History Museum	Time Line	

Copper Range RR

Railroads Menu

RRHX Home Page

MichiganRailroads.com

Source: [CRH] = The Copper Range Railroad by Clarence J. Monett, 1989

- 1873 – Businessmen build a narrow gauge railroad, called the Mineral Range Railroad between Hancock and Calumet. Its purpose was to people and merchandise, particularly copper ore from mill mines to stamping mills. [CRH]
- 1885 – A wooden bridge is built which allows the original Mineral Range Railroad to reach Houghton from Hancock. [CRH]
- March, 1899. Copper Range Company formed, owns lands. [CRH]
- Note: 1899 – The only ore producing mine south of Portage Lake is the Atlantic Mine. [CRH]
- May 1, 1899: Works begins on the Houghton Yard. A few scattered houses on the lake front were taken down. [CRH]
- May 2, 1899: Work is started on clearing the right-of-way. [CRH]
- Fall, 1899: The main offices for the Copper Range Railroad were established at the east end of the yards, consisting of a rectangular two-story brick building. A 400 foot boardwalk was built around the station. [CRH]
- September 26, 1899: Rail is first laid south from Houghton (75 lb.). Rail is also laid at Maas City. [CRH]
- December, 1899: A train is operated for "trappers" between Houghton and Winona. [CRH]
- December 27, 1899: The line is completed from Houghton to Maas

City, 41.11 miles. [CRH]

- Early 1900: The Painesdale Branch from Painesdale Jct. (one mile south of the Atlantic Mine station) to Champion Mine at Painesdale, a length of 4.38 miles. The line passes through the Baltic Mine, Tri-Mountain Mine, and the Champion Mine. [CRH]
- 1900: The Company purchases passenger cars from the Pullman Company. [CRH]
- 1900: A coal-unloading hoist is erected on the Portage Lake at West Houghton to provide for large coal tonnage which would be required by the South Range mines. [CRH]
- 1900: A roundhouse is completed which used a 60 foot turntable. It holds 10 locomotives. [CRH]
- 1900: Depots are built at Houghton and at Range Jct. These are the largest depots on the line. The Range Jct. Depot is built in conjunction with the C&NW and Milwaukee Road. [CRH]
- ~1900: COPR reaches mines at Elm River, Winona, Wyandot and Belt. [CRH]
- 1901: Property is purchased to secure the right-of-way to build a bridge between Houghton and Hancock. [CRH]
- July, 1902: Work begins on building a tunnel underneath the Hecla and Torch Lake Railroad northeast of Hancock. The tunnel was situated above the Lake Linden reservoir where the H&UTL made a large curve. It is build mostly of concrete for durability. [CRH]
- December, 1902: The extension from Houghton to Calumet and Laurium was now completed, except for ballasting. Freight trains were running and passenger service would start about May 1, 1903. Six new passenger coaches were purchased, and three locomotives were added bringing the total to 16. [CRH]
- 1903: The bulk of the railroad's business was rock transportation between the mines and mills served by the line, but timber and fuel traffic was heavy and steadily increasing. Passenger traffic and general freight business has shown steady and surprisingly heavy growth. [CRH]
- 1903: A rail connection is made between the side-hill (Michigan) smelter site (located at the mouth of Cole's Creek on the Portage Lake) and the main track after the property was acquired from the Atlantic Mining Company. The Michigan Smelting company was built about three miles west of Houghton and just a little beyond the site of the old Atlantic Stamp Mill. Mineral was delivered to the smelter in 40-ton bottom-dumping steel cars by the COPR, which also hauled away the refined copper. They also brought coal to the trestles on the upper plateau, which held 15,000 tons of coal within tunnels. [CRH]
- **Early 1900's: COPR begins transporting students to school for the Adams Township school district between Atlantic and Painesdale and intermediate points. The service continued in some capacity until the 1940's. [CRH]**

- Early 1900's: COPR builds a park at Freda, home of the Champion Mill. This was one of the range's favorite parks. Special trains were operated to the park on Sundays from the region. [CRH]
- 1906 (Map): The COPR extends from Calumet on the north via Lake Linden and Hancock, to Houghton Mill Mine Jct. to Mass. They also had branch lines from Mill Mine Jct. southeast to Painesdale, and from Mill Mine Jct. to Freda Park. Branch lines also existed from Greenland Jct. to Greenland and the Adventure Mine, from Calumet Jct. to Laurium, from Calumet Jct. to Centennial Mine, from Redridge Jct. to Redridge, from Edgemere Jct. to the Adventure Stamp Mill and from the Painesdale Branch to Baltic, Trimountain Mine and the Champion Copper Mine. [CRH]
- 1909: COPR switches from the U.S. Express Company to the Wells, Fargo and Company. [CRH]
- 1909: COPR builds a branch line to Senter, near dollar Bay, where the E. I. DuPont De Nemours Powder Co. had constructed a plant to manufacture explosives on a large scale. [CRH]
- 1910: 90 lb. rail is laid near Painesdale due to the heavy rock being transported. [CRH]
- 1910: A reserve coal trestle was erected at Mill-Mine Jct. which could be used to supply coal to the mines, mills or the railroad. It held 16,000 tons of coal. [CRH]
- 1910: COPR now has trackage rights on the Milwaukee Road between McKeever and Ontonagon and operates a daily passenger train between Calumet and Ontonagon. [CRH]
- 1910: COPR also has trackage rights on the Milwaukee Road between McKeever and Channing. The COPR operated through freight service to Channing and the MILW operated a through electric-lighted passenger train between Chicago, Milwaukee and points in the Copper Country. [CRH]
- 1910: COPR purchases a modern, electric-lighted café observation car, called the Miscowaubik, meaning "red metal". [CRH]
- 1910: COPR has 22 engines in service. Rolling stock is completely equipped with air brakes. [CRH]
- 1911: A rail spur to the lake shore is completed for the Baltic Mining Company stamp mill. [CRH]
- November, 1913: An extension of the line was installed south from Painesdale to the main line, just over three miles. This resulted in a new route for through traffic between Mill-Mine Jct. to a point known as Milepost 30. The main line now ran through South Range, Trimountain and Painesdale. (Previous to this, these three towns were on a branch line). [CRH]
- 1914: A siding was built into Dollar Bay to reach a sawmill and other industries there. [CRH]
- 1914: COPR rebuilt a business car and names it the "Ranger". It had a capacity of 27 passengers and was 60 feet long with an observation

platform on both ends. [CRH]

- 1915: New stations were built at Painesdale and Hubbell. [CRH]
- December, 1917: COPR enters into an agreement with the Mohawk Mining Co. and the Wolverine Copper Mining Co. for the transportation of their rock, coal and supplies. COPR improved the Mohawk, Wolverine and Keweenaw Central Railroad tracks for operation, including scale tracks at Mill-Mine Jct. [CRH]
- 1917: The railroad purchases the Mohawk and Traverse Bay Railroad to carry copper rock from the Wolverine and Mohawk Mines to the stamp mills at Gay. [CRH]
- 1918: Note: The Copper Range Hospital was located in Trimountain. Freda was the location of the copper stamp mills and a beautiful natural park on the shores of Lake Superior. Atlantic Mine was home to the Atlantic Mine and the D. A. Stratton Handle Co., manufacturers of broom handles, chair stock, etc. Dollar Bay was home to a wire mill, saw mill and the Lake Superior Smelting Works. Senter was home to the powder plant of the Atlas Powder Company. [CRH]
- 1925: COPR purchases the bus line from Painesdale to Lake Linden and named it the Copper Range Motor Bus Company. [CRH]
- 1926: The railroad purchases the telegraph "plant" and facilities from the Western Union Telegraph Company, which was located along the right-of-way of the railroad. [CRH]
- June, 1927: The Seneca Mine closes at the end of the month. [CRH]
- September 24, 1929: Copper Range President William A. Paine dies at his home near Boston. Paine was also president of Paine Webber. [CRH]
- January 8, 1933: Arrangements are made with the Mineral Range Railroad (DSS&A) to operate jointly between Hancock and Calumet, with a joint agency in Calumet. [CRH]
- 1933: The water tank at Redridge Jct. was retired from operation. [CRH]
- May 15, 1934: The joint operating agreement with the Mineral Range Railroad between Houghton and Calumet was discontinued. [CRH]
- November 1934: The Boniface-Gorman Lumber Co. of Lake Linden commences operations at Gay which is served by the railroad. [CRH]
- March 26, 1935: COPR enters bankruptcy. Eight locomotives and 254 freight cars are retired from service. [CRH]
- July 1, 1938: COPR resumes control, now out of bankruptcy. [CRH]
- 1939: The railroad abandons the Greenland Branch, 2.3 miles long. [CRH]
- 1940: COPR purchases its first diesel engine. They now operate nine steam locomotives (down from 22 or more), and 1 diesel. COPR retires its derrick. [CRH]
- June 12, 1941: The last student is transported by COPR by rail for the Adams Township School district. [CRH]
- September 1945: The Copper Range Company closes mining

operations. [CRH]

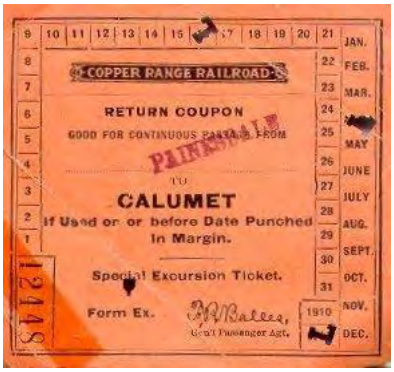
- March, 1947: The railroad purchases two 1,000 horsepower Baldwin Westinghouse diesel locomotives. Steam power was all but eliminated. [CRH]
- June 16, 1950: The coal dock at Houghton is razed. The need for coal was lessened because the railroad had dieselized and the Freda stamp mill had converted to electricity. [CRH]
- 1951: A 1,200 h.p. diesel locomotive is purchased. [CRH]
- 1952: The two remaining steam locomotives on the COPR were retired. [CRH]
- 1954: Most railroad operations are limited to Gay to Calumet (wood products) and Hancock to McKeever. [CRH]
- February 1, 1060: Copper Range Co. suspends mining operations at the Champion Mine. [CRH]
- December 16, 1960: The Atlas Powder Co. closes its Senter Plant and the plant is dismantled.
- April 14, 1962: The Houghton freight station is destroyed by fire. [CRH]
- 1963: The railroad moves stamp sand from the old Atlantic Mill site to the Copper Range Company's concentrating plant at Freda for reclamation purposes. [CRH]
- March 31, 1964: The ICC authorizes the abandonment of the branch from Atlas to Senter, Lake Linden Jct. to Calumet, Calumet Jct. to Laurium, Calumet Jct. to Nichols and Mohawk to Gay. They are also authorized to operations over the Keweenaw Central Railroad, a leased line, from Nichols to Fulton, effective June 30, 1964. [CRH]
- April 29, 1964: The COPR connects two locomotives for multiple operations, a first on the railroad. These are used to pull sand trains from the Atlantic site or Houghton to the mill at Freda. [CRH]
- 1966: The Vulcan Corporation at Donken, the largest lumber mill on the tracks, terminated operations.
- 1967: The Champion Mine and the mills at Freda are closed. [CRH]
- September, 1969: A short branch line is built to the wood fabricating plant of the Northern Hardwoods Division of the Copper Range Company. [CRH]
- 1971: Rail is taken up between Mill-Mine Jct. and Freda. [CRH]
- August 24, 1972: The ICC grants permission to abandon the entire line. The order is stayed because of a union appeal. [CRH]
- November 3, 1972: The final train came back to Houghton from McKeever with one car and a load of wood products out of the Northwood's facet at South Range. [CRH]
- March 31, 1973: The remaining line was abandoned. [CRH]
- April 10, 1973: The Board voted to dissolve the corporation and distribute the assets. [CRH]
- Spring, 1974: The rail is pulled up. [CRH]

Copper Range Railroad
Engineering Department
List of Buildings & Bridges

Houghton, Mich. Sept. 14th, 1916

(Document and pictures taken from Copper Range Railroad and Copper Country Historical page on web site.)

FORWARD
More often than not, the study of a railroad's history focuses on the rolling stock and motive power that it possesses. Land locked assets (structures) of a railroad were just as important as the equipment that move products and services from one point to another. The Copper Range Railroad was no exception. The 60 mile mainline of the railroad cuts through the center of the Keweenaw Peninsula and contacts all the major centers of mining and industry the area has to offer. Copper Range built more than two ribbons of steel to connect this region, they also built infrastructure to support this mode of transportation.



The following list of bridges, buildings, water tanks, etc is a glimpse into the Copper Range from the time of its birth through the good years and nearing the peak of operation in the early 1920's. Passenger service was active at this time running at least 15 scheduled passenger trains per day on the mainline and 8 down and back on the Lakeshore branch, not including the Freda park train and the school train.

The data allows you to see the early development of the railroad in 1899-1900 building from Mass Junction (McKeever) to Houghton, the addition of the Lakeshore branch and the completion of the Copper Range mines and mills in 1902, the completion of the line to Calumet as well in 1902, all seen in the build dates of the structures along the mainline and branch lines.

1912 and 1915 being two years of heavy additions and/or repairs as the railroad matures. This is prior to the time the Copper Range acquired the Mineral Range's line to Gay so that section of the line is not included in this report.

The information within the tables was taken from the Copper Range report to the I.C.C. in 1916. The information regarding the stations was taken from a 1915 Copper Range Timetable, so populations are correct for that time period. I have added links where ever possible to point to photos or further information

on the structure or the area. Thank you to Paul Meier for some of the Copper Range photos shown here, I finally found a nice place to put them, thanks Paul. (Kevin Musser, February 2002)

Water Stations of the Copper Range

Location	Size	Pump Equipment	Tank Built	Pump Installed	Repairs
Calumet Jct.	16'x24'	Steam	1903	1908	
Point Mills Jct.	16'x18'	Gravity	1903		
Houghton	16'x18'	Steam	1899	1899	1914
Mill Mine Jct.	16'x24'	Gravity	1901		
Mill Mine Jct.	16'x24'	Gravity	1905		
Stonington	16'x24'	Steam then Oil	1899	1899-1911	
Lake Mine	16'x24'	Steam & Gravity	1905	1910	

Lakeshore Branch Bridges

No.	Station	Description	Length	Date	Remarks
36	0-50	Framed Trestle	77'9"	1901	
37	Freda Mill	Framed Trestle	154'5"	1902	
38	Freda Mill	Framed Trestle	117'	1902	
39	Trimountain Mill	Framed Trestle	77'9"	1902	
40	52	Deck Girders	445'3"	1913	Owner Trimt Mine
41	52	Steel Trestle	441'	1906	RR owns one-third
42	Edgemere	Framed Trestle	500'	1902	
43	Edgemere	Framed Trestle	172'5"	1902	
58	Redridge	Steel Deck Girder Ballasted	40'5"	1911	Owner Baltic Mine
59	Redridge	Framed Trestle	100'	1915	
44	271	Steel Deck Girders Ballasted	139'5"	1909	

Copper Range 100 and 101 crossing bridge 41 between Beacon Hill and Edgemere with a rock train.

Bridge 41 was 441 feet long and was built in 1906. One-third of the bridge was owned by the Copper Range Railroad the other two-thirds were owned by the Copper Range Company, whose mill was located at Freda. Bridge 41 was removed in the 1970's. This train was one of the last rock trains on the Copper Range as Champion #4 in Painesdale closed in September of 1967. Rock was still shipped to the mill in Freda until November and the big freeze. This photo was taken in October of 1967.

 #41 above.

SMELTER BRANCH (FROM HOUGHTON)

Atlantic Sands 2 miles west of Houghton on Smelter Branch

The Michigan Smelting Company is located here.

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Ice house	Timber	1	28' x 52'	1910	
Iron house	Frame	1	24' x 120'	1902	

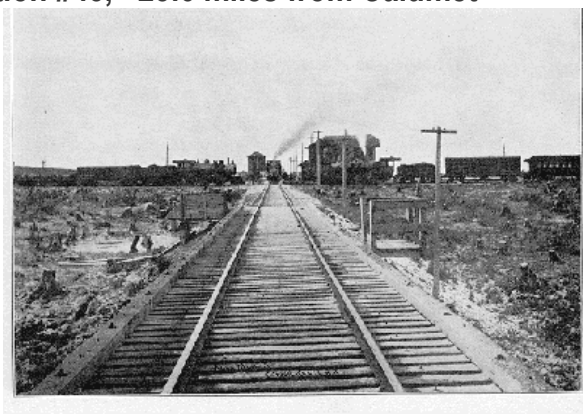
Atlantic Station #44, 22.10 miles from Calumet

Location of the Atlantic Mine and the D.A. Stratton Handle Company, manufacturers of broom handles, chair stock , etc., whose products go to all parts of the United States.

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Depot	Frame	1	24' x 62'	1900	
Privy	Frame	1	Standard		
Coal Shed	Frame	1	Standard		

#44 depot.

Mill Mine Junction Station #43, 23.6 miles from Calumet



(MTU Archives & Copper Country Historical Collections)

The Junction of the Copper Range Mainline and the Lakeshore Branch.

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Depot	Frame	2	20'x54'- 19'x24'	1900	1912
Section house	Frame	2	20'x28'- 18'x20'	1900	1906
2 Car Repair house	Frame	1	12'x30'- 18'x24"	1902	
2 Tool houses	Frame	1	9' x 10'		

Shovel Shed	Frame	1	20' x 76'	1909	
3 Privies	Frame	1	Standard		
2 Coach Bodies	Frame	1	used as shops		
Coaling Station	Timber		10,000 ton	1908	

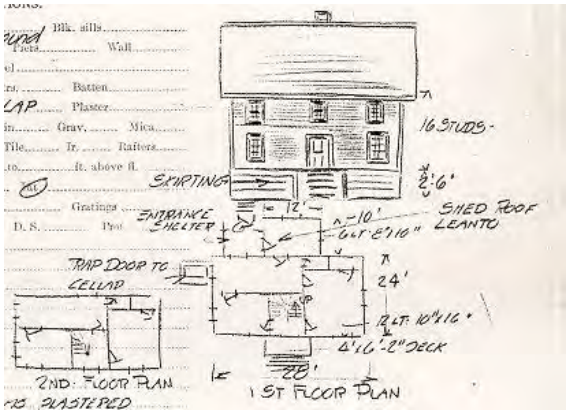
coaling station

Toivola Station #33, 33.9 miles from Calumet

Copper Range Section House in Toivola, built in 1900
(No longer located on the Mainline, KMusser Photo)
See below for ICC sketch of this structure

At this point there has been considerable agricultural development, there being fifty or sixty farmers located in the immediate vicinity. It is also a shipping point for logs, mine timber and cord wood.

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Depot	Frame	1	20' x 58'	1908	
Coal Shed	Frame	1			
2 Section houses	Frame	2	20' x 28'	1900	
2 Tool houses	Frame	1	9' x 10'	1900	
3 Privies	Frame	1	Standard		

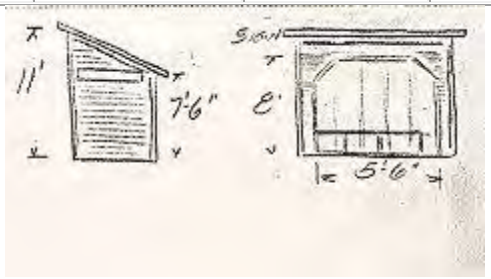


Toivola Section House (ICC Sketch)

LAKESHORE BRANCH (FROM MILL MINE JUNCTION)

Obenhoff Station #81, 7.9 miles from Freda

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Shelter Shed	Frame	1	7' x 10'		



Obenhoff Shelter (ICC Sketch)

LAKESHORE BRANCH (FROM MILL MINE JUNCTION)

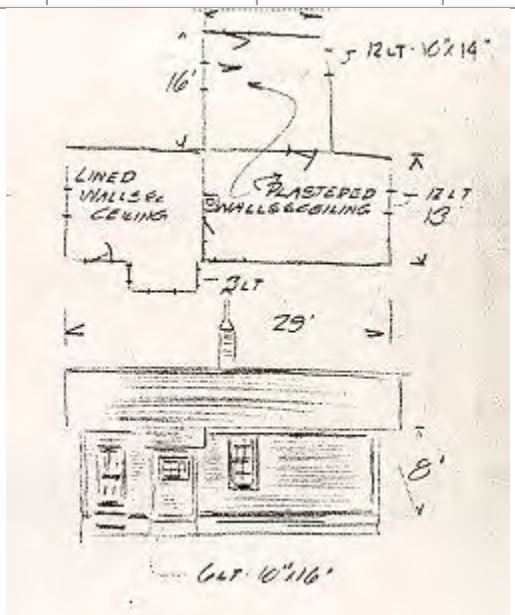
Salmon Trout Station #83, 5.3 miles from Freda

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
No Structures					

LAKESHORE BRANCH

Redridge Junction Station #85, 3.1 miles from Freda

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Depot	Frame	1	12'x28'- 12'x16'	1901	
Privy	Frame	1	Standard		



Redridge Junction Depot (ICC Sketch)

REDRIDGE BRANCH (FROM REDRIDGE JUNCTION)

Redridge

Home of the Atlantic and Baltic Mining Company's stamp mills on the shore of Lake Superior.

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Shelter Shed	Frame	1		1903	
Tool house	Frame	1		1915	

LAKESHORE BRANCH

Stanwood Station #85, 2.3 miles from Freda

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Shelter Shed	Frame	1	12' x 16'		

LAKESHORE BRANCH

Beacon Hill Station #88, .7 miles from Freda

Home of the Trimountain Mining Company's stamp mill on the shore of Lake Superior.

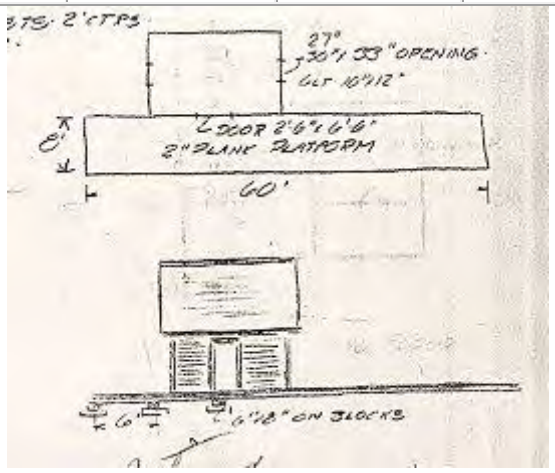
Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Depot	Frame	2	20' x 58'	1901	1915-1916
Privy	Frame	1	Standard	1901	

LAKESHORE BRANCH

Freda Station #89

Home of the Champion Copper Company's stamp mill on the shore of Lake Superior.

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Shelter Shed	Frame	1	12' x 16'	1901	
Section house	Frame	1	16'x34'-13'x16'	1901	
Tool house	Frame	1	9' x 10'	1901	
Privy	Frame	1	Standard	1901	



Freda Shelter Shed (ICC Sketch)

LAKESHORE BRANCH

Freda Park 1 mile from Freda

A beautiful natural park on the shores of Lake Superior; a popular outing point for Copper Country people and ideal for Sunday school picnics, etc..

Building	Type	# of Stories	Approx. Size	Build Date	Major Repair
Pavilion / Kitchen	Frame	1	40'x96'-24'x40'	1903	
Ice house	Frame	1	14' x 16'	1907	
Baggage House	Frame	1	16' x 16'	1908	
Custodian's house	Frame	1	18' x 20'	1903	
2 Privies	Frame	1	Standard	1903	
Ice Cream Stand	Frame	1	16' x 16'	1908	
Shelter Roof	Frame	1	416' x 10'		

The following section on passenger cars was taken from http://www.copperrange.org/equipment.htm
List compiled by Kevin E. Musser with help from: Michigan Tech Archives, Interstate Commerce Commission, R.W. Buhrmaster, Tim O'Connor, John F. Campbell, Leon Schaddelee, Dennis H. Leopold and Floyd Schmidt.
LAST UPDATED: 3/1/04

Passenger Cars

All cars Wood sided, wood under frame and open platform unless noted. All cars had 4 wheel trucks unless noted.

Number	*Build Date/Lot*	*Builder*	*Car Type*	*Length*	*Seating Capacity*	*Disposition and Notes*	*Value New ($)*
1-2	1899/ 2442	Pullman	Baggage	50'-6"	-	Rebuilt to RPO/Baggage by CRRR in 1912 Later used for MOW	4,183
25	1903/ ?	AC&F	Baggage/ Coach	52'-0"	40	Shipped to Historical Society North Freedom, WI 12-63 August 2002 photos Interior view Another view	4,142
26	1899/ 2441	Pullman	Baggage/ Coach	54'-2"	40	Rebuilt from Smoker/coach #26 Sold to Escanaba & L. Superior (1947)	4,216
27	1899/ 2441	Pullman	Smoker/ Coach	54'-2"	68	?	5,286
28	?	?	Baggage/ Coach	?	?	Retired by 1907	
29	1904	Acqd. from F.M.Hicks	Baggage/ Coach	57'-0"	44	Built by Wagner Palace Car Co.	4,125

30 31	<1905	?	Baggage/ Coach	?	?	out by 1914	
51	1899/ 2440	Pullman	Coach	54'-2"	60	Rebuilt to "Ranger" by CRRR in 1914 Photo of the Ranger	5,704
52	1899/ 2440	Pullman	Coach	54'-2"	60	Sold to Mexico North Western RR (12-1943)	5,704
53	1899/ 2440	Pullman	Coach	54'-2"	60	Placed at Donken, Mi. for Depot 1947	5,704
54	1899/ 2440	Pullman	Coach	54'-2"	60		5,704
55	1903	AC&F	Coach	52'-0"	62	Sold to Mexico North Western RR (12-1943)	5,117
56	1903	AC&F	Coach	52'-0"	62		5,117
57	1903	AC&F	Coach	52'-0"	62	Sold to Mexico North Western RR (12-1943)	5,117
58	1903	AC&F	Coach	52'-0"	62	Body sold for cottage, Twin Lakes, Mi 1946	5,117
59	1903	AC&F	Coach	52'-0"	62	Rebuilt to #25 (12-1913)	5,117
60	1903	AC&F	Coach	52'-0"	62	Sold to tourist Keweenaw Central Leased to Mqt & Huron '65-67' Now resides in North Freedom (see my page on #60)	5,117
61	1904	HL&CW	Coach	56'-6"	64	Purchased 2nd hand Dismantled 7-1-1915	3,418
62	7-1904	HL&CW	Coach	53'-10"	62	Purchased 2nd hand 6-wheel trucks turned into boarding MOW car	3,416

						by 1930's? (not sure on date)	
63	7-1904	HL&CW	Coach	53'-4"	62	Purchased 2nd hand 6-wheel trucks Sold to Mexico North Western RR (12-1943)	3,416
64	8-1904	HL&CW	Coach	51'-4"	56	Purchased 2nd hand Gone by 1926	3,053
65	6-1910	HL&CW	Coach	44'-3"	54	Purchased 2nd hand Gone by 1926	1,318
66	6-1910	HL&CW	Coach	54'-2" (50')?	58	Purchased 2nd hand 6-wheel trucks	1,319
67	?	OFCC	Coach	52'-6"	62	Purchased from Duluth & Iron Range (5-1919)	1,137
99 "Ingot"	?	?	Office Car	?	?	Gone by 1914, Sold to E &LS	?
"Ranger"	1899	Pullman	Office Car	53'-1"	8	Converted from #51 6-wheel trucks Sold to GM & N in 1930 for $2400 Photo	12,905
100 "Miscowaubik"	1910/ 3785	Pullman	Cafe/ Observation	71'-0"	?	Vestibule, open platform observation end 6-wheel trucks Sold to US Gov. 2-1944 beer label below	19,920

As of 1919:
Passenger cars #25, #26, #29, and #30 are all classified as Baggage & Smoker Cars. All in service... (also indicated as Combined Passenger & Baggage)...
#52 to #55, #62, and #63 are all classified as 1st Class Coaches...
#27, #56 to #58, #60, and #65 to #67 are all classified as 2nd Class Coaches...

Stamp sand for the Freda mill. A good view of the west end of the Houghton yard in this photo from the top of the diesel. This photo, taken in June of 1963 by Charles Sincock, shows a string of rock cars full of stamp sand from the old Atlantic mill at Coles Creek. Waiting here for a time before moving to the mill in Freda.

Copper Range on the Atlantic Sands. This photo was taken by Charles Sincock during October of 1965. This photo shows the end of the spur the Copper Range built to reclaim the stamp sands from the first Atlantic mill on the Portage near Coles Creek.

#100 and CRRR employees say good-bye to coach #60. Captured by Charles Sincock in May 1964 this photo shows COPR #100 and coach #60. Although I can't be certain I would guess that Charlie took this photo to document the movement of #60 from the Copper Range to the LS&I's Marquette and Huron Mountain tourist line.

Covered Drive.. once the tracks to the Atlantic Mine

A nice photo of Copper Range Combine #25 when it first arrived at North Freedom in 1963. Photo by Ray Buhrmaster. Check out the status of Copper Range #60 restoration at North Freedom Illinois.

Restoration of the Copper Range Railroad coach No. 60

This summer members of the Mid-Continent Railway Historical Society placed the fully restored Copper Range Railroad coach No. 60 on display in time for the start of its 40th anniversary celebration of operations at North Freedom. The eight-year project required the services of some 40 volunteers, donating over 8000 hours in restoring the 100-year old railroad coach to a look reminiscent of a time when it last carried passengers along the Copper Range line. Historical accuracy and quality workmanship were critical requirements for a project performed under the direction of the museum's Curator, Don Ginter, and project leader Bill Buhrmaster.

Coach No. 60 is one of more than 120 pieces of historic railroad equipment that is preserved at the Mid-Continent Railway Museum. Mid-Continent focuses on preserving and restoring railroad equipment of the Upper Midwest from the period of 1880-1916, a period formally known as the Golden Age of Railroads. The museum is nationally known for its collection of wood passenger and freight cars. The collection includes 12 steam locomotives as well. The museum is also popular for its 7-mile demonstration ride aboard authentic railroad equipment.

Acquisition and Preservation

The Mid-Continent Railway Museum purchased coach No. 60 in 1982. In September the car traveled on its own wheels from Wells, Michigan to North Freedom. The car had deteriorated significantly, since it had not been stored indoors for the previous 15 years. The roof was leaking badly, causing water damage to a lot of the oak woodwork. Vandals that had broken virtually every window in the car aggravated the deterioration. Despite the damage to the interior, the car was found to be very structurally sound.

While awaiting a complete restoration, a new roof was installed in 1984 and the car was stored in the Coach Shed. This is the museum's display building, but minor conservation work continued to take place. After the construction of the museum's Car Shop in 1990, the car was moved into the new shop facility, where intensive restoration work began.

Documenting the Car's History

Coach No. 60 was built as a first-class coach in 1903 by the American Car & Foundry Co. (AC&F) at its Jeffersonville, Indiana works. It was one of six identical cars built for the five-year-old Copper Range Railroad, under AC&F lot No. 2504. They were typical of open-platform wood coaches built around the turn of the century.

This series of passenger cars were the first built by AC&F for the Copper Range. These coaches joined a fleet of Copper Range coaches and baggage cars that had been purchased from Pullman, in 1899. The coach was delivered in a color described as a green, brighter than Pullman green and striped in gold. The interior of the coach was stained and varnished with a Golden Oak finish. In addition to solid oak woodwork, the car had oak veneer headlining and ceiling panels. The seats (62 passenger capacity) were upholstered with cane (rattan). Heat to the car was provided by steam, while lighting was provided by four two-burner kerosene lamps mounted on the ceiling. The car had two four-wheel trucks (8'-0" wheel base) constructed of wood and steel.

The Copper Range Railroad, the last major railroad built into the Copper Country of Upper Michigan, enjoyed a brisk, although short lived, passenger business that required some 30 passenger cars over the years. Maximum trackage operated by the Copper Range never exceeded 150 miles but its passenger trains ran the gamut from the vestibuled *Northern Michigan Special* with the Railroad's own

cafe-observation car to the lowly locals serving the various mining communities on the "Range". Considerable equipment was needed to handle the special weekend excursion trains from Calumet and Houghton to Freda Park, a beautiful natural park along Lake Superior.

Starting in 1911 the Copper Range passenger equipment was gradually repainted in the standard "St. Paul" (Milwaukee Road) scheme of orange and maroon. This change took place after the *Northern Michigan Special's* inauguration as a premier Milwaukee Road passenger run from Chicago to Calumet. The *Special's* route included Copper Range trackage from Mc Keever to Calumet. In 1916 electric side lights were added to twelve of the Copper Range passenger cars, including coach #60.

In 1908, Adams Township high school students were moved to Painesdale from Atlantic Mine under the supervision of Superintendent Fred A. Jeffers and his wife, Cora Jeffers. In 1909, the Copper Range Railroad, at the request of Stanton Township, began a schedule of trains to carry Stanton Township high school students to Painesdale. This special school train was the first and only one in the nation and carried about three hundred children, sixty to ninety to Stanton Township.

The train left Houghton at six o'clock in the morning, dropped an empty coach off at Atlantic Mine, and then at Mill Mine Junction it turned west and traveled twenty miles to Freda for the first pickup of students from Beacon Hill, Edgemere, Stanwood (Redridge), Salmon Trout, and Obenhoff, and then back to Mill Mine Junction. There the locomotive would back track to Atlantic Mine and hook up with the coach that had been left there, now filled up with Atlantic Mine students. The train would then head east with some four or five coaches and pick up students in South Range and Tri-Mountain, arriving at Painesdale at 8:30 in the morning with about three hundred students. The high school at that time had an enrollment of slightly more than four hundred children. In the evening, the trip would be reversed.

This train, according to the Associated Press, was the only one of its kind in America and ran even through the severest winter weather. The last school train to Stanton Township was in June 1941. The last school train for Adams Township was in June 1944. Since then, Stanton Township high school students have been bused to Houghton, and Adams Township students are bused to Painesdale.

Passenger service on the Copper Range dwindled to but a few mixed trains by 1930. The Copper Range Motor Bus Co. formed in 1928, plus the new family automobile both contributed to a dramatic decline in passenger business. A small roster of coaches endured the Great Depression and served the Copper Country on the well remembered school trains. Most of the school train service was replaced by busses in 1941. Surplus coaches such as sister cars No. 55, No. 57 and two others, went to Mexico in 1944.

The last hurrah for Copper Range passenger service came on June 1, 1944 when a first class passenger train was re-instituted from Houghton to Mc Keever for a connection with the Milwaukee Road's *Chippewa* service to Chicago. World War II gas rationing made such service a necessity. The train consisted of Copper Range 2-6-0 steam locomotive No. 58 with wooden combination car No. 26 and coach No. 60. Both cars were completely refurbished for the new train. During the 1944 rebuild of coach No. 60, the oak veneer ceiling panels were replaced with painted panels and the rattan seats were changed to red plush (taken from coach No. 51).

Unfortunately, the last vestige of Copper Range passenger service ended abruptly on September 15, 1946. Coach No. 60 went into storage in the Houghton roundhouse. In 1964 coach No. 60 literally got a new lease on life and spent two seasons on the newly formed tourist line, the Marquette and Huron Mountain. Following use on the M&HM, the coach was returned to the Copper Range and once again stored in the Houghton roundhouse. The startup of a tourist railroad at Calumet, Michigan in 1967 resulted in Copper Range 2-8-0 steam locomotive No. 29 and coach No. 60 being sold to the Keweenaw Central Railroad. The total abandonment of the Copper Range Railroad became a reality in 1973, which, in turn forced the Keweenaw Central to discontinue operation rather than face the loss of their rail

connection. Coach No. 60 left the Copper Country for all times in December 1972 and was stored at the Wells, Michigan shop of the Escanaba & Lake Superior R.R..

The Restoration Plan

Starting in 1995, museum volunteers from the Curator Department focused their efforts on performing a complete car restoration. The extensive research already performed and documented shaped the plans for accurately restoring every aspect of the car. Although relatively few modifications were made to the car over the years, the Curator determined that the car's restoration could most accurately be performed for the appearance that it had during the passenger service period of 1944 to 1946. In 1944, the Copper Range had replaced the seats, window shades, ceiling panels and baggage racks in No. 60. As a result, it would have been far more costly to reproduce these items and restore the car to its original, as built condition. In the end the plans called for not only a cosmetic restoration, but to also make the car operational for special occasions.

The Restoration

The restoration process on the exterior of the car involved stripping all of the old paint off of the entire car body. Under the yellow paint, initially applied in 1964 by the M&HM, orange and maroon paint (post 1911) as well as green paint (original color) was uncovered. Over 70% of the window frames and all of the deck (clearstory) screens had to be replaced. The poplar car siding and trim was found to be in relatively good condition. Only a small amount of the wood had to be repaired or replaced.

Once all of the wood repairs were made, two coats of primer were applied on all exterior surfaces. For the finish color, three coats of Schreuder Hascolac Brilliant orange paint were applied to the car body. Between each coat of paint the entire car was sanded and cleaned.

Although the car body was in good shape, there was a lot of work required to rebuild the end platforms. The buffers and the original style wood end beams had been removed from the car over 20 years prior. Period photographs have been used to assist in recreating the oak end beams, for the end platforms. The new steps and oak end beams were installed along with reproduced end buffers. In order to assure that the car was safe to use from time to time, the coach was jacked up to allow the trucks and draft gear to be worked on. While the trucks were out from under the car, they were needle scaled and primed. In addition, all of the bolts were tightened on the trucks and draft gear. To assure a smooth ride the truck bolsters and side bearings were shimmed and lubricated.

The interior of the car was found to be relatively intact, but in need of a lot of work. The red plush seats and a good deal of the hardware were still in the car, but in very poor condition. Work on the interior began to take place at the same time work was being done on the exterior of the car. All the seat cushions and frames were removed from the car to gain better access to interior woodwork.

All of the ceiling and clearstory panels were removed from the car due to their deteriorated condition. The old varnish was removed from all of the oak woodwork. The varnish stripping process took volunteers several years to complete. In June 1997, the last of the old varnish was finally removed from the interior woodwork. Volunteers then bleached the oak woodwork in an effort to remove the water stains that had occurred due to the deteriorated roof that was on the car in the 1970's and 1980's. Filling, sanding, staining and varnishing steps followed.

Replacement ceiling and head lining panels were made out of over-size pieces of Masonite. The panels were primed and finished with two coats of paint prior to being installed. The finish color was matched to the old panels that had been removed.

One of the most time consuming and costly aspects of the project was rebuilding and re-upholstering the (30) sets of seat cushions. The first challenge was to locate a source for the red mohair upholstery. Utilizing some of the existing material as a sample, a supplier for the mohair was located.

The material cost over $80/yd. with 100 yards of material needed to complete the car. Volunteers spent numerous hours stripping the upholstery and nails from the old cushions in order to get them prepared for the new upholstery. Once this was complete, the stripped cushions were turned over to a local upholsterer for the actual work, one of the few aspects of the project contracted out. The seats turned out beautifully, and accurately represent the seats in their 1944 appearance.

Once the work on the exterior of the car was complete, the efforts focused on finishing the car's interior. All of the interior woodwork had to be stained with Golden Oak stain with three coats of varnish applied. The (30) seat frames and armrests were restored and installed once the varnishing was completed and the windows reinstalled. In addition to this work, all the brass such as window hardware, baggage racks and kerosene lamps had to be cleaned, polished and lacquered. The kerosene lamps, like everything else, were restored to once again be functional.

One of the more significant challenges standing in the way of completing this restoration project was to come up with a source for the window shades. After much research and effort the shade material was recreated by silk-screening the pattern onto a cotton fabric. The shades were then sewn into their finished dimensions and assembled onto the rollers.

The final restoration steps were completed in April 2003, following over 8000 hours of volunteer time and $60,000 in expenditures. Project funding came from donations, approximately half from museum members and half from outside sources. Of these we wish to particularly acknowledge the generous support of the Mathews Foundation of St. Louis, Missouri.

The restoration project was coordinated by a project leader so that project objectives were maintained according to the time schedule and budget. Work sessions were typically held one weekend per month. Each month anywhere from 2 to 15 volunteers would show up and participate in the sessions. Also, whenever possible, volunteers would take parts and pieces home to work on them. This was done to help keep the project moving forward at all times.

A complete record of the project and the history of the car has been has been assembled. These records include extensive photographs, both historical and during the restoration process, as well as documentation on the car's history and the restoration process (scope, costs, schedules).

On Display

The coach is now on display in the museum's Coach Shed, where the public can view Copper Range No. 60 restored in a historically accurate manner. An interpretive panel is under construction, highlighting the car's unique history, especially its role as the country's only functioning school train.

Copper Range No. 60 will be rolled out for the media and the general public in September to commemorate the 57th anniversary of the end of Copper Range passenger service. Tours will be provided for the public and volunteers and donors will have the opportunity to ride in the car for a rare excursion. A presentation on the history of the Copper Range Railroad, coach No. 60 and the restoration process will also be part of the planned activities.

~~N~~Prepared by: William C. Buhrmaster, MCRHS member and project leader

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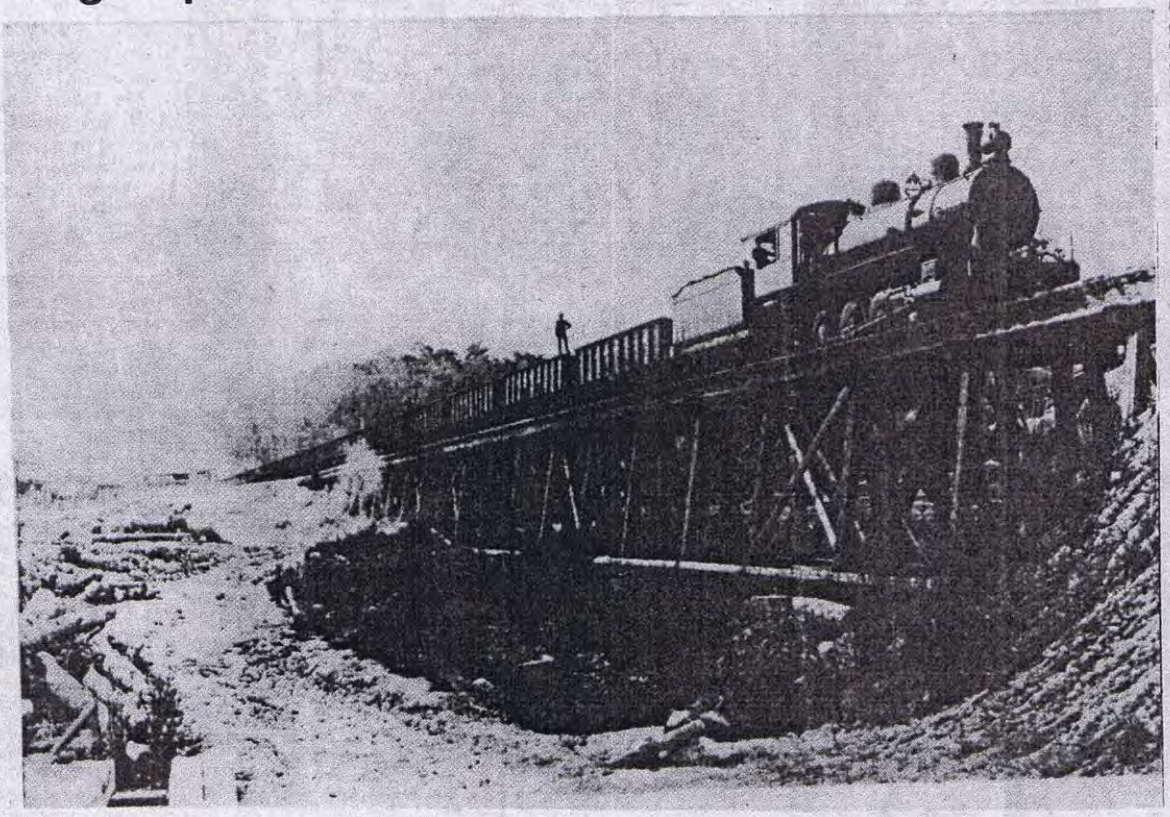
Days of the school train

Out-of-town youngsters going to Painesdale High School back in the 1930s didn't have to stand on the corner awaiting for the school bus. They gathered at the depot and took the train. Frank Taucher of Hancock recalls those days in this photo taken on May 25, 1938, the last day of the school year. The engineer allowed Frank, then of Baltic, and a few of his buddies to pose for a picture on the front of the steam locomotive after it arrived at Painesdale. Uppermost in the photo is Jerry Aho, South Range. Lined below are Craig Lazzari, South Range; Taucher; Roland Durocher, Freda, and Joe Sechen, South Range. Durocher and Sechen are deceased. Taucher remembers Bill Jolie and Cy LaBissoniere were the conductors and Joe LaBelle the engineer. The school train operated until 1942. It began the daily route at Freda, with stops along the way until it reached Painesdale. There the engine was used for switching duties until classes ended and the children were ready to return home. (Frank Taucher file photo)

Photo Courtesy Michigan Tech Archives

In Redridge

A glimpse at the local news of 50 years ago



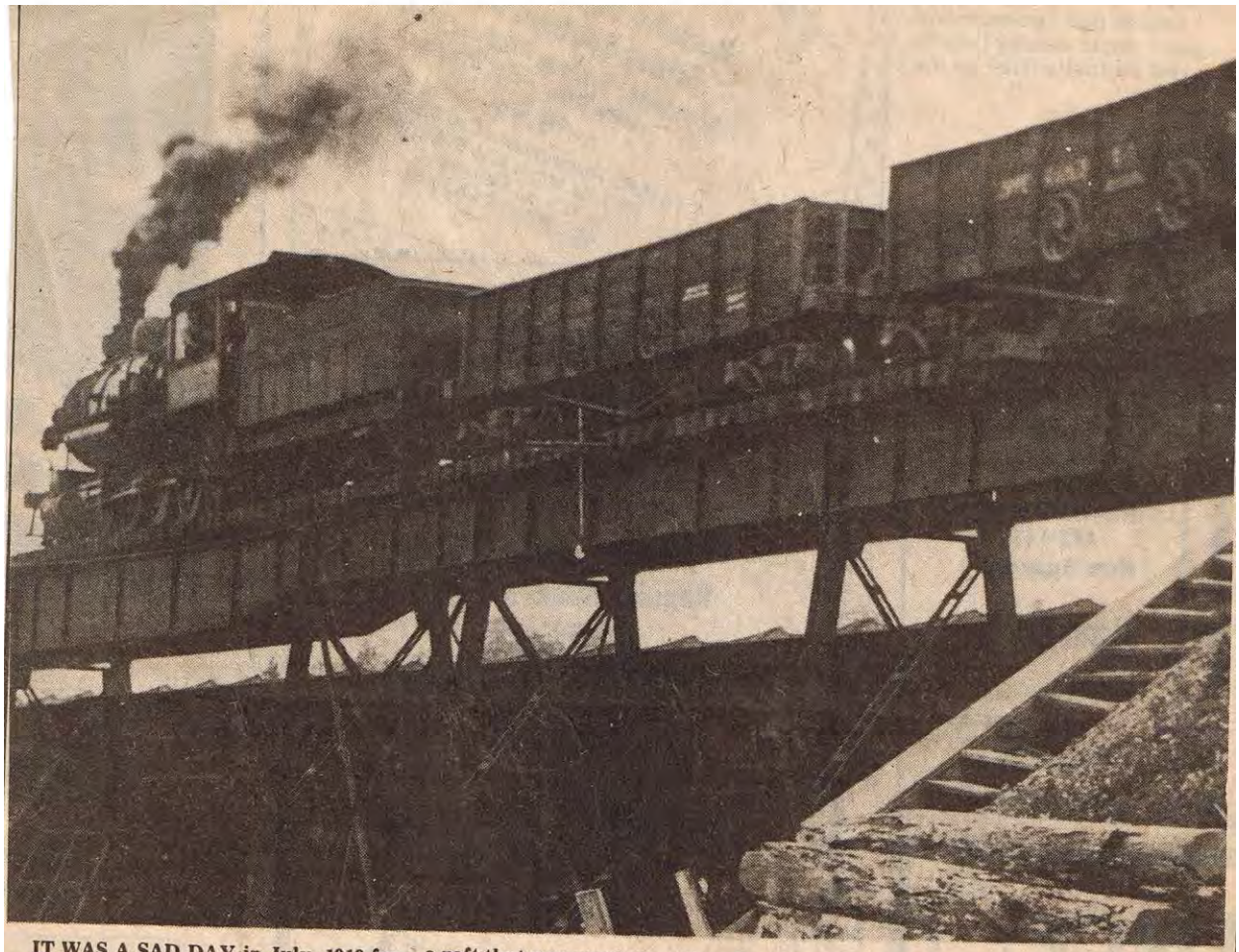
Ore train at Adventure mill

This Copper Range Railroad train, with a string of copper ore cars, rests on a trestle at the Adventure Mill in Edgemere between Beacon Hill and Redridge in 1912. The mill, scarcely visible at far left, opened in 1905 and operated four heads in all, until 1917-18 when all operations stopped due to the distance the rock had to travel from Ontonagon County to Edgemere and due to a lack of copper in the rock. From 1905 through 1912, the Lake Shore towns of Redridge, Edgemere, Beacon Hill and Freda had five mills operating at full capacity. Nearly 3,000 people resided in the towns now occupied by less than 300. Only foundations now remain of mills and homes to attest to the short period of "boom copper." Clyde Durocher contributed the photo to the Bill Brinkman historical files.

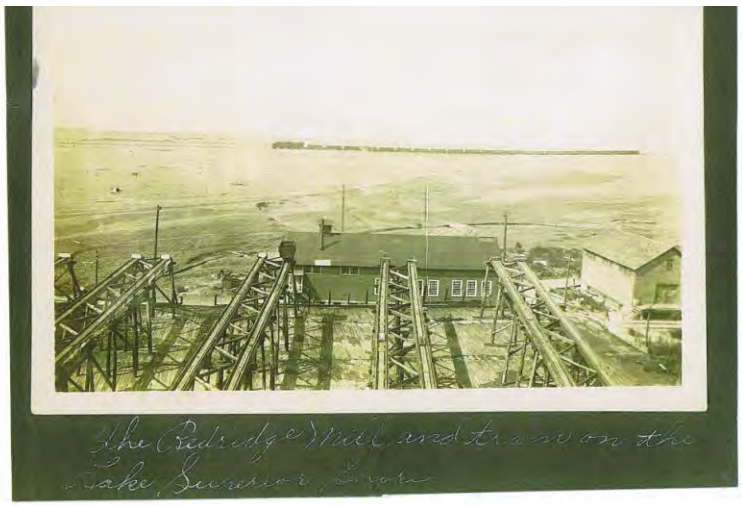
Atlantic and Lake Superior Train on Redridge Dam

Old Mill Hill trestle for Michigan Smelts by Cowle's Creek.

A rare photo of a Atlantic & Lake Superior RR rock train over the Redridge steel dam in the early 1900's.



IT WAS A SAD DAY in July, 1919 for the engineer and fireman of this steam locomotive towing loaded rock cars across the Redridge Steel Dam. They noticed a 13-year-old boy struggling on a raft that was moving out into the dam by an off shore wind. Unable to paddle the raft back to shore the boy tried to swim, but failed to make it. The engineer sounded the train's whistle until the town's residents rushed to the dam. Boy Scout master Frank J. Morin and store clerk, succeeded in recovering the drowned victim, Fred Saltzer, younger brother of photographer Charles Saltzer. (Bill Brinkman photo).



Sand train on shore off Baltic Mill or Redridge Mill (one photo says one mill another photo say different mill but both the same picture) in **August 1924.** Baltic Mill Coal Docks and Carpenter Shop in Redridge. Photo taken fro the trestle of the mill facing north over the sands and lake. The train was then hauling scooped up sand from the lake shore to be taken to the Baltic Mines in Baltic Michigan.

Mr. Blackmere. husband of Clara Kopp. was operator of the steam shovel that filled the cars.

Photo was taken during August of 1924, 2 years after the closing of the Baltic Mill and during the same summer that a new concrete rock bin was built in anticipation of re-opening the mill for operations. It never reopened.

The mill and dock were dismantled by the Klatzky Salvage firm in the summer of 1946 and 1947. The building in the center of this photo is the Carpenter Shop withthe Blacksmith Shop in the basement.

Carpenter bosses were Fred Mehring, Jack Jacobs, Godfrey Kenel.

Blacksmiths were Thomas Kneebone, Jack Gabe, and Hillary Gabe.

Take the Sunday train to Freda Park

THE FREDA PARK train made its first celebrated run in June 1907, the first of many twice-on-Sunday runs. Built by the Copper Range Railroad Co., the excursions were promoted for relaxation and picnicking each weekend for the employees of the Atlantic, the Baltic, the Adventure, the Trimountain and Champion mines and mills. Here, the train is at the Freda Park to unload some 10 to 13 passenger coaches of people from almost all parts of the Copper Country. Flags decorated the train locomotives and streamers along the sides of the coaches. The park offered a lakeside pavillion, where on cool days a good supply of wood was available for the fireplaces. Huge tree swings, merry-go-rounds, baseball, volleyball, horseshoes and soccer kept young and old active. Barbecue pits were also there. The park closed Labor Day 1919, as automobile traffic became a competitor to train travel for which the park was made available. (Bill Brinkman files)


Even MTU's Winter Carnival gets into the RR mode in ice…

The stories found on this page are reprints from old issues of the Copper Range Newsletter from the early 1960's to early 1970's. A special thank you to Chuck Bennett, Manager of Industrial Relations for the Copper Range Company for providing me with all these wonderful CR News Issues, which I now pass on to you. (KEMusser)

This story appeared in the December 1967, volume 7, number 12 issue.

The end of an era

Raymond Durocher, master mechanic at Freda blows the siren at 7 a.m. Saturday, November 4, signaling the end of the shift.... the end of all shifts, after 67 years of processing rock from Painesdale.

Signing the contract that makes official the turning over by Copper Range Co., the Champion Mine water supply to the Adams Township - Village of South Range Water and Sewage Authority which will henceforth furnish water to the Range area and much of the Portage Lake district.

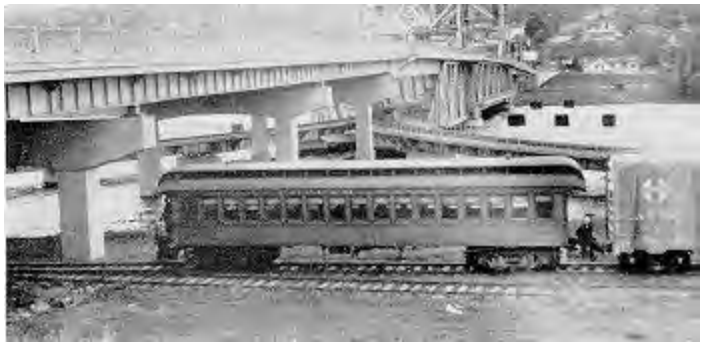
Seen from left are: William P. Nicholls, CR vice President; Ferris R. Dennis, chairman; Helmuth M. Steinhilb, secretary; and Clifford F. Paulson, Township supervisor and Village President.

The last skipload of ore was removed from Champion Mine in Painesdale and loaded in cars for the trip to Freda, September 11. With copper-bearing rock so poor as to be unprofitable to extract, the mine had to be closed.

Stillness settled over the Copper Range mill at Freda November 4th when it ceased operations. Built in 1900 Freda was the last to close of five stamp mills that had flourished in nearby lake shore towns since before the turn of the century.

The last trip to Freda for the Copper Range Railroad was made November 3 to pick up cars used to haul the final shipments of stamp sands from Portage Lake the previous day. The train crew, from left, is: Carl Ponnikas, brakeman; Carl Wuoti, fireman; Gus Kumlin, brakeman; Eddie Laurn, engineer; and Cyril LaBissoniere, conductor.

The following story appeared in Volume 4 Number 7 of the CR News which was published in August 1964.



The Copper Range Railroad's last passenger coach starts on its trip to Marquette from the yard on the Houghton side of the bridge that links Hancock.

Last CR RR Coach Still in Service

Now three-score years young, the last CR RR passenger coach is still in active service. The valuable relic of a nostalgic era was leased for the summer season to the Lake Superior and Ishpeming Railroad for use on its Marquette and Huron Mountain tourist line near Presque Isle.

The 1904 vintage coach accommodates 62 passengers and has room for two old-time passenger car wood stoves. The seats are of old-fashioned plush and were transferred to the coach from former CR RR coach No. 51.

Transfer of coach No. 60 (Stated as #50 in the article, but not correct), as it is listed, was effected from the roundhouse in Houghton to the Lake Superior and Ishpeming Railroad by way of the South Shore Line transfer at Houghton and the Soo Line. As far as is known, this is probably the first such trip this coach has made in its 60-year life, and its arrival in the Big Bay area marked the first visit of the coach to the Huron Mountain area.

Researched by Barb Koski Osma Plat Road Houghton MI
Submitted 2011.