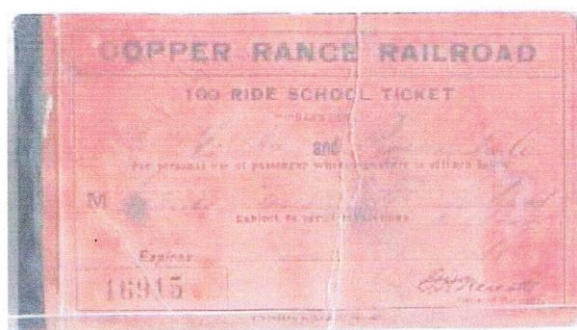


School Train Articles from various sources:

Girls at the Atlantic Mine train depot leaving for the Painesdale High School. Left to right, Alice Lampinen, Martha Lampinen, Sylvia Rautio, Martha Pekkala, Irene Holappa, Elfie Lampinen, Bert Wanhatalo, Mildred Nelson and Elvira Keranen





Ticket book used by the Copper Range for school passes



Beacon Hill depot.

The School Train by Elias F. Messner

Some time in the mid 1920's the school train changed its course and quit coming into the Redridge Depot. Therefore the students had to catch the high school train at the Stanwood Depot about a mile or so through the woods towards Freda.

The Stanwood depot was just a shed with three sides (picture shows four walls), a roof, benches around the wall inside and the whole front was open. In winter snow blew in and often it was up to 3 feet deep. I was glad we did not have to wait long for the train to return from picking up the kids in Freda.

The fall of 1929 I remember so well was when Bernard Morin, Emma Raisanen, Andrew Brinkman and myself were going to school. The train would blow its whistle at the Redridge Junction on its way to Freda. That meant we would have to leave our houses and walk to Stanwood Depot to catch the train on its way back to take us to Painesdale High School. We three boys lived close together on the same street in Redridge. At the bottom of our street we were joined by Emma Raisanen and a tame crow belonging to the Lieppas; also Morin's dog "Don" and another dog belonging to someone living near the Redridge School. That crow would go with us all the way to the depot and drive those dogs crazy. It would fly and land on a low branch of a tree just ahead of us with the dogs in hot pursuit. When we caught up and went a little past, the crow would take off, pass us, and land on a low branch just ahead again. It kept this up until we arrived at the depot where it would sit on the roof until we got on the train and then it would return to Redridge.

The train picked up high school students at Freda; then backed up and picked up the students at Beacon Hill. It would continue to back up a little way out of Beacon Hill where there was a "Y". The train could turn around and go forward towards Painesdale High School. It passed through the back end of the Hiltunen farm, stopped to pick up Ruth and Evelyn Hiltunen; then forward to pick us up at Stanwood Depot.

From there it proceeded forward and picked up a student at Salmon Trout; then on to Obenhoff where it picked up several students; then on to Mill Mine Junction where the train uncoupled our car, leaving us on a side track and backed down to Atlantic where it picked up a coach of Atlantic students and then came back to pick us up and proceed to South Range where students from Baltic and South Range boarded the train.

The train passed through Trimountain not picking up any students. They had to walk to school.

After arriving at Painesdale Depot we walked up the big hill to school where first class was already in session. Train students were allowed to miss first period as it was never certain when we would arrive. The other seven periods we were kept very busy and didn't have any time in assembly where we could do our home work.

When school was dismissed at 4 P.M. we marched out in order from the assembly room to the tune of someone playing the piano on the stage. We were in perfect order.. no running or clowning around!! We picked up our outer garments and lunch boxes and went down the hill to catch the train waiting for us. The train was hooked up to about 30 to 35 rock cars filled with copper ore for the stamp mills on the lake shore.

After the South Range and Baltic students were discharged we were parked at Mill Mine Junction while the train took the coach with the Atlantic students down to Atlantic and then returned to take us to the lake shore towns.

On the homebound train we would commence to do our home work and believe me, our teachers, Mrs. Rhodes and the Nancarrow sisters, Cora Jeffers and Mr. Stiemli, really dished out plenty for us.

In winter we gathered on each end of the coach where there was a coal stove and bucket of coal so that we could keep warm. We also saved some of our lunch so we could have a bite to eat on the trip home as we never knew when we would get there (sometimes very late) as the train seemed to crawl.

In the winter the Baltic Mining Company put up a rope along the roadway from the Woodsman Hall all the way to the depot so that if it was stormy we could find our ways home.

At last we were home in time to go to bed and prepare for another day.

Stanwood Community and school train.

Clarence Monette in his booklet Some Copper Country Names and Places shares: Stanwood was a small copper milling community located in Adams Township. (Author inserts: He meant to say Stanton Township). It was located between Redridge and Edgemere on the shores of Lake Superior. It was named by the Copper Range Railroad in

honor of Roger Stanwood, a mining superintendent of the company north of Portage Canal. The mill processed copper rock from the Baltic Mill.

Stanwood community children were served by the Copper Range Railroad on the



school train.

Clarence Monette in his booklet *Some Copper County Names and Places* shares: They built a depot to accommodate the children, it being about 12 by 15 feet in size and sported a medium size potbelly stove. Wood for the stove was supplied by the railroad section crew. In the winter the Baltic Mining Company would put up a rope along the roadway from the Woodsman Hall all the way to the depot so that if it was stormy the students could find their way home. The school train served this community from 1912 to June of 1942.

Stanwood Depot by William H. Brinkman in quarterly newsletter {of Copper Range Railroad?}:

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 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 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. There the Freda Park train would always go through the junction and by pass the track to Redridge.

The depot was about 12 by 15 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.

Lakeshore 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 fires 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 cordwood 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 (Barb wonders if he speaks of Messner?) but after awhile, 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 1950's, nothing but a skeleton of the wooden depot remained. Finally during the 1970's, 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.

<http://www.pasty.com/copperrange/midc.htm> (Information Related by William Brinkman, from Kevin Musser)

Unique Trains on the Copper Range Railroad- School Train

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.

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 from the first pickup of students from Beacon Hill, Edgemere, Stanwood (Redridge), Salmon Trout, and Obenhoff, and went 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. Then the train would head east with some four or five coaches and pick up students in South Range and Tri-Mountain, and it would arrive at Painesdale at 8:30 in the morning with about three hundred children. The high school at that time had an enrollment of over 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 are bused to Houghton, and Adams Township students are bused to Painesdale.



Ferris Dennis of Atlantic is what might be known as a railroad "fanatic". He's dedicated to the railroads of the nation and he's ridden on so many of them that seldom does he spot box car initials that are strange.

What makes him interesting at the present time is that he's establishing the Ferris Dennis Railroad of 30 feet in the Atlantic area. The only mobile equipment that he will have will be a Copper Range caboose, No. 05. Not long back the CRRR locomotive switched the end car onto the old Flour Mill spur at Atlantic and there it was resting when these words were written. The car, substantial in its construction, began to be used by the Copper Range in 1913. It came from the Pittsburgh Shawmut and Northern Railroad and was built by the Russell Snowplow Co. Since its purchase it has been used all the way from McKeever to Gay and from Senter to Freda. Dennis says his line will be the shortest in the United States at 30 to 40 feet in length. The wheels will be retained on the mobile unit and it is noted that there are eight of these. When placed on the Flour Mill spur Dennis well realized that in the former days of Atlantic this is where the town had a flour mill.

In the days between 1900 and 1906 Copper Range got a big business life out of Atlantic which operated until the latter year when the mines ceased to function. Later came the Stratton Lumber Co. which also gave the line a big haulage boost. On the very spur on which the 'boose now is perched the former Adams Township Schools student train also stopped. There it waited for pupils while either rock haulage or Freda caterance to pupils from Stanton Township was indulged in. Ferris will tell one that his wife, the former Miss Ester Heikkinen, used to ride the CRRR school train. So did her mother, the former Miss Marie Lehti who used to be a teacher on the range. The No. 05 is in excellent condition. Its windows are unaffected by the long period of service it went through and its doors, fore and aft, are near perfect. There are two ladders leading to the cupola and these are also in A-No. 1 state of preservation. When Mr. and Mrs. Dennis have completed moving their essence of railroading three blocks to their homesite they will drive a "golden" spike to commemorate the activity they have engaged in. As for the purpose of the line and caboose, Dennis says it is primarily for the grandchildren. [Daily Mining Gazette Green Sheet Article 1972]

Title:	Railroad Cars
Photographer:	Gagnon of Gazette
Date:	1972
Description:	Car No. 05 on the preliminary tracks to the real Ferris

Dennis Railroad rails in Atlantic Mine. Because of the vast traveling via rail the Dennis duo well could tabulate information for Mrs. Dennis' travelogue, "Life on the old Atlantic Railroad, Circa 1872-1906". [Image of caboose No. 5 sitting on the tracks, looking very much abandoned.]

School Children Transportation. (Milwaukee Journal Feb. 1939)

Listen to the rumble of the passenger coaches, the screech of the brakes.

Ed Murray is your train conductor as he punches your student train ticket. Funds for the ticket are appropriated by the Stanton Township School Board.

Ed nurses you sometimes too if you need sympathetic attention or feel ill.

You went to your local school (if you live in Freda, Beacon Hill, Edgemere, Stanwood, Redridge, Obenhoff) until you graduated from 8th grade. Now as a High Schooler you ride the Copper Range Company School Train to Painesdale High School.

The railroad station in Painesdale at the foot of the big hill below the high school is probably the busiest railroad station in the Copper Country at 3:45 P. M. as the students bustle to get on (or off in the morning) the train.

The time is 1909 to 1942.

Transportation to Painesdale or Houghton High is difficult. Picture snowy roads, muddy roads, horse teams pulling a sleigh or buggy. And high school "far" away. The Copper Range railroad goes into your community. Adams township school board desires students from isolated communities to attend their high school. They work with Stanton school board. So they boast the one consolidated high school when both agree with Copper Range Company to provide coach service for the high schoolers. The train runs the 33 mile run twice a day 5 days a week for 250 isolated students.

The train also picks up Adams township students in Atlantic Mine, Mill Mine Junction, South Range and Baltic.

Two teachers at Painesdale High School were Fred and Cora Jeffers. Later the high school is named after them.

Adults would sometimes ride the school train to get to one of the communities. Winona Mine and McKeever area adults would ride the train into "town".

It is said that 4 Koepel brothers took care of tickets and discipline. (Beacon Hill residents- Louis Koepel born in 1909.)

Coach #60 was one coach used. It took 8 years of volunteers to renovate it in North Freedom Wisconsin. (Train museum).

Names riding the train: Ann Marcheschi of Painesdale graduated in 1927.

The north south train track thru Painesdale now (2009) is called the Bill Nichols snowmobile trail for Copper Range Company employee.

**Range's School Train... Daily Mining Gazette green sheet October of? year.
From the collection of Jim Alain, Chassell.**

Author has not taken all words as written.. paraphrased.

Copper Range Railroad was providing train transit for about 200 Adams Township students and Stanton Township communities in the North. It began in 1909 when Adams Township School Board had budget of \$3000 for train transportation (Stanton gave \$ as well for their students). It operated until June 12, 1941 when school buses became the student transportation. Bill Brinkman was Superintendent of Schools in Stanton Township then. This was one of the few school trains in the nation. In 1940 it was labeled as the only such distinctive service in the country. Adams transported grade school and high school. Stanton transported only high school students.

The Gazette lists these names living locally when article was written as those who rode the school train:

Mrs. Norma Vezetti, Mrs. Eva Nozero, Mrs. Allie Rugani and her husband, Mrs. Marquerite Lazzari, Violet Brinkman Maki, Lois Simonson Ketturi, Viola Kopp Funkenbusch, Mae Raisanen Witanen, Freida Durocher Guilbault, Sundra Peterson Moyyad, Charlotte Smith.. and more.

Evidence of the students and thousands of trips to the Painesdale High School (later named Jeffers High School) on the 17 mile route are the scores of apple trees that line the now nonexistent Copper Range railroad track, especially over the last 6 mile stretch. They are the product of hundreds of apple cores tossed out the windows by snacking students.

The engineer of the train was Houghton's Ed Schuster coming to the line in 1905. Another engineer was Ed Larn of Hancock.

Students taking the train say it was always on time. The engine and 2-4 coaches started in Houghton at 7 a.m. picking up Freda sons and daughters of the Copper Range Mining

Company Stamp Mill. It went to Beacon Hill, Edgemere, Stanwood, Redridge, Obenhoff, and Mill Mine Junction in Atlantic Mine near the cemetery. It continued on to South Range, and Baltic. Trimountain students had to walk.

After the students were unloaded in Painesdale the engine was unhitched and hauled copper rock between the mines and Stamp Mills. The coaches stayed on the Painesdale coal dock to await the end of the school day.

Arthur Sampson of South Range was one of the railroad section men who cleaned the coaches and fired up the coal stoves located at both ends of the cars. When the students came aboard at 3:45 the cars were warm for the trip home.

In late 1930's the train only had a caboose into Freda and neighboring Stanton communities. In Atlantic Mine they would pick up coaches for the ride to the Painesdale depot.

Passenger cars number 58 and 59 were used most often. They were painted a dull brown. They were wooden construction with open platforms, were 8 wheeled, 52 feet long, and had a seating capacity of 62 students. A kerosene lamp hung overhead at each end of the coach. There were 15 windows on each side of the car and the cloth-covered seats faced each other and had highly decorated wooden arm rests on aisle ends. The locomotive was coal fired and smoky.

Students would study, play pinochle, or discuss such things as boys, clothes, dates, weekend plans, teachers, hockey games at the Houghton Amphidrome, or baseball games in Calumet, South Range or Ontonagon. Subjects were discussed about hunting, fishing, camping and other outdoor recreation. There was always the kidding around. Discipline was under close control with the conductor watching, though the ride had well behaved students.

Chassell's Eric Styrainder working for the Detroit News as photographer took the pictures in the late 1930's.



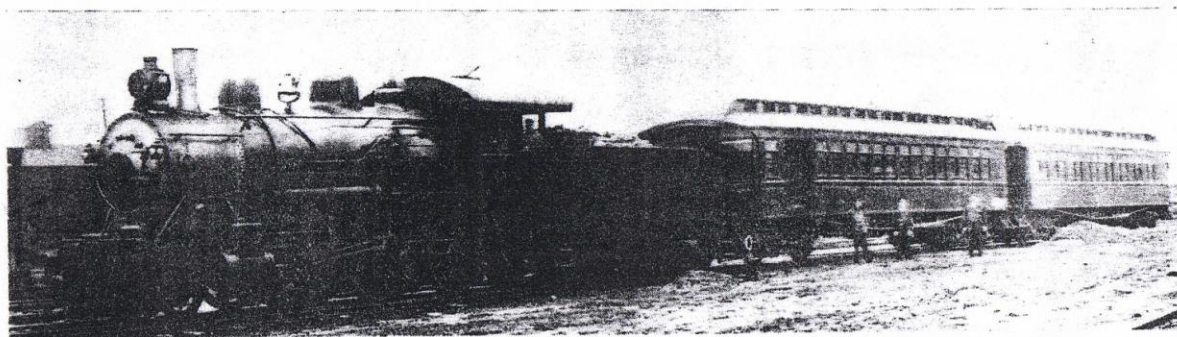


Students boarding the school train





From Newspapers:



THIS IS the way the Adams Township school train appeared in accomplishing its student transit between Freda and Atlantic to the educational site in Painesdale. Depending upon the number of students to be transported, the train used from two to four coaches. The Copper Range had a rare train in those days. It was a national novelty. (Charles Sinecock collection)

Harold H. Heikkinen
Photographic Collection
Atlantic Mine, Michigan

LWAUKEE JOURNAL

State News, Features
Markets

Sunday, February 19, 1939

Unique 'School Train' on Peninsula Is Run Daily for 250 Rural Pupils

It's Home From School We Go!

System Used
for 30 Years

Special Arrangements With
Railroad Enable Children
to Make 33-Mile Run With
Minimum of Trouble

Journal Special Correspondence

Painesdale, Mich. — Windy whips that sweep snow across meadows, piling high drifts across sideroads and more often than not blocking even major highways, bring serious worries to all but 250 of the thousands of rural children who attend school in northern Michigan.

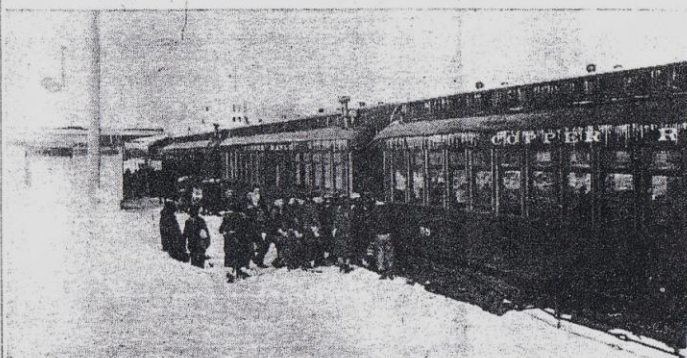
The 250 lucky pupils, whose homes are scattered in isolated sections of the copper country, on small farms cut off from the rest of the world and in copper mining or mill hamlets deep in the hills, ride to school in a train.

The Adams township "school train," the only one of its kind in Michigan, has been making the 33-mile Houghton county run twice daily, five days a week, for 30 years.

Hauls Ore Sometimes

Back in 1909, Adams township school officials, observing that the township boasted only one consolidated school and that several hundred students, some from as far as 17 miles away, wanted to attend high school, went into a huddle and emerged with a decision to talk it over with the Copper Range Railroad Co.

In those days the matter of bringing students to school was a serious



THE only "school train" in Michigan, one of the few of its kind in the country, is this train which daily carries about 250 pupils in upper Michigan to and from school at Painesdale. Above are some of the pupils piling into the coaches at the Painesdale station just before the train pulls out for Redridge, Beacon Hill, Mill Mine Junction and other points north.

Harold H. Heikinen
Photographic Collection
Atlantic Mine, Michigan

Researched by Barb Koski, Osma Plat Road, Houghton MI in 2009.

Submitted in 2011. Contact webmaster with more information.