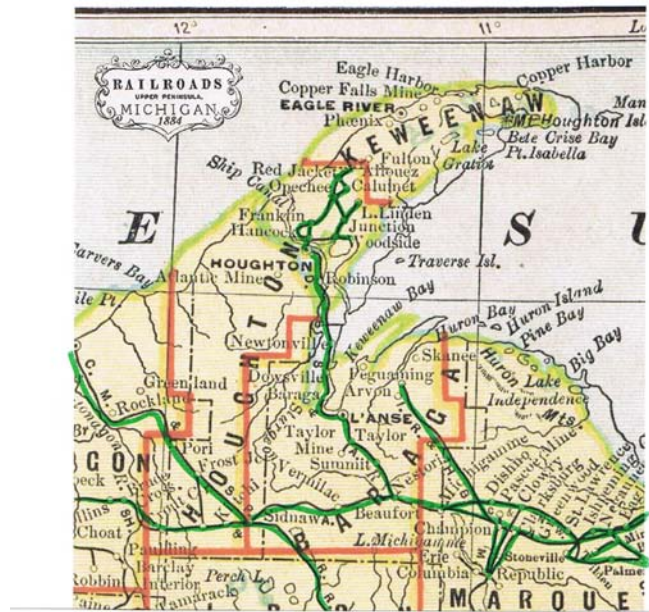


RAILROADS In Adams Township/Stanton Township.

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



Houghton and Keweenaw Counties (Baraga came along!)

1884

Railroads Upper Peninsula, Michigan

Published in 1884 by The Wilton Smith Co. Detroit, Michigan

Trains moved unrefined ore to the stamp mills and smelters, copper ingots to shipping docks, logs to the mills, cordwood, charcoal and coal to the mines and mills, workers to their jobs, trappers to their lines, 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.

[Daily Mining Gazette Green Sheet Article 1972]



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 cabooses, No. 05.

Not long back the Copper Range Rail Road locomotive switched the end car (cabooses) 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 the Stratton Lumber Co. gave the line a big haulage boost.

On the very spur on which the 'booses 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 home site they will drive a "golden" spike to commemorate the activity they have engaged in. As for the purpose of the line and cabooses, Dennis says it is primarily for the grandchildren.

In a book **FINNS and RAILROADS in NORTHERN MICHIGAN** by **Timothy Laitila Vincent** 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.

In **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
Peppard.....	57
McKeever.....	58
Mass City.....	59

Painesdale & Lake Shore Branch

Also known as A and LS.. Atlantic and Lake Superior.. first track to the Atlantic Mine Stamp Mill. (Covered Drive)

Painesdale.....	0 (Distances from Painesdale)
Trimountain.....	1
Baltic Junction.....	3

South Range.....	3
Mill Mine Junction....	4
Obenhoff.....	7
Salmon Trout.....	9
Redridge Junction....	12
Stanwood.....	12
Redridge.....	13
Edgemere.....	14
Edgemere Junction...	14
Beacon Hill.....	14
Freda.....	15
Freda Park.....	20

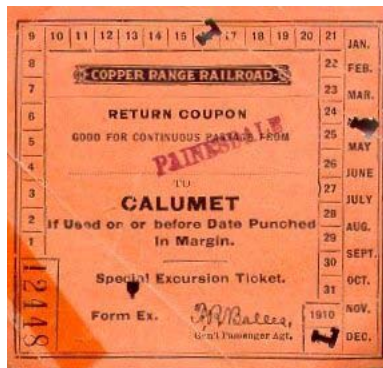
Copper Range Railroad Engineering Department List of Buildings & Bridges

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	<u>Steel Deck Girders Ballasted</u>	139'5"	1909	

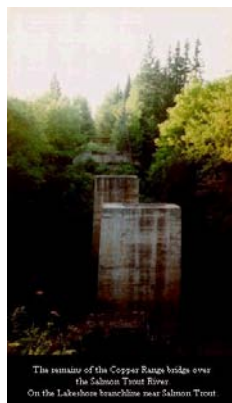


Copper Range 100 and 101 crossing bridge 41 between Beacon Hill and Edgemere with a rock train.

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

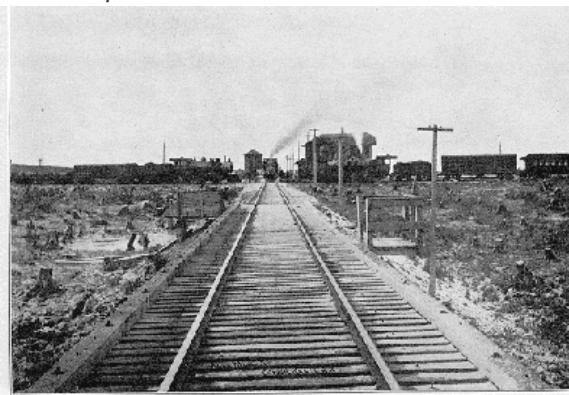
Location of the Atlantic Mine and the D.A. Stratton Handle Company, manufacturers of broom handles, chair stock , etc., whose products go to all parts of the United States.

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'-	1900	1912

			19'x24'		
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		
<u>Coaling Station</u>	Timber		10,000 ton	1908	



coaling station

Toivola Station #33, 33.9 miles from Calumet



Copper Range Section House in Toivola, built in 1900

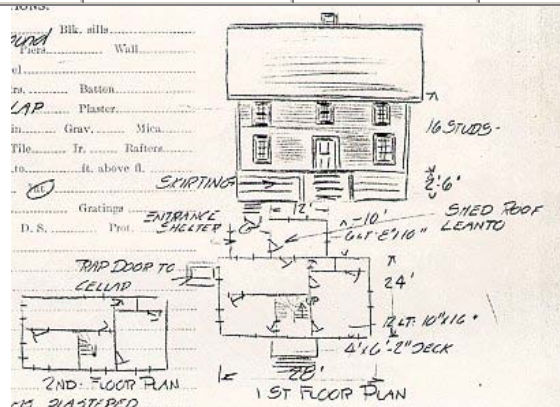
(No longer located on the Mainline, KMusser Photo)

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 <u>Section houses</u>	Frame	2	20' x 28'	1900	

2 Tool houses	Frame	1	9' x 10'	1900	
3 Privies	Frame	1	Standard		

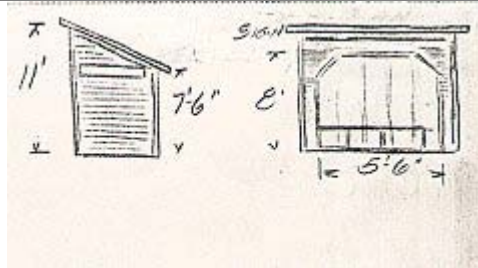


Toivola Section House (ICC Sketch)

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)

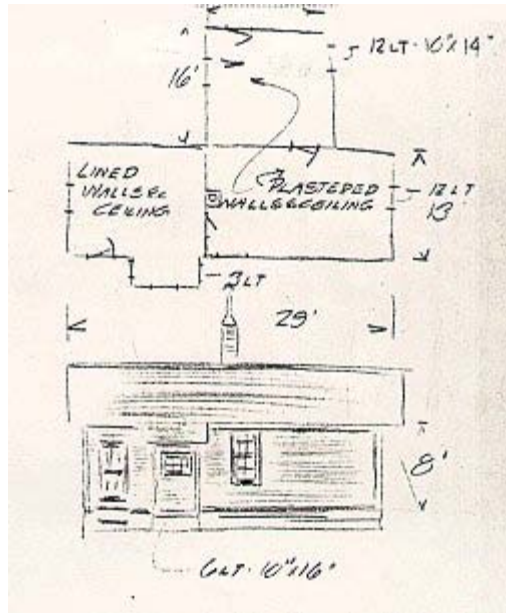
Salmon Trout Station #83, 5.3 miles from Freda

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	



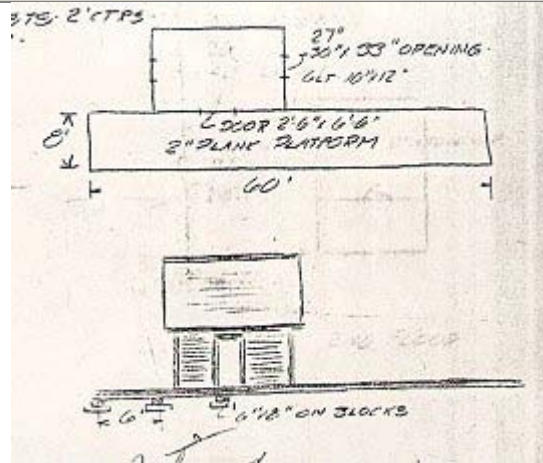
LAKESHORE BRANCH

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'		



Passenger Cars



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

<i>Number</i>	<i>Build Date/Lot</i>	<i>Builder</i>	<i>Car Type</i>	<i>Length</i>	<i>Seating Capacity</i>	<i>Disposition and Notes</i>	<i>Value New (\$)</i>
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 Doken, 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	3,416

						hand 6-wheel trucks turned into boarding MOW car 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)...

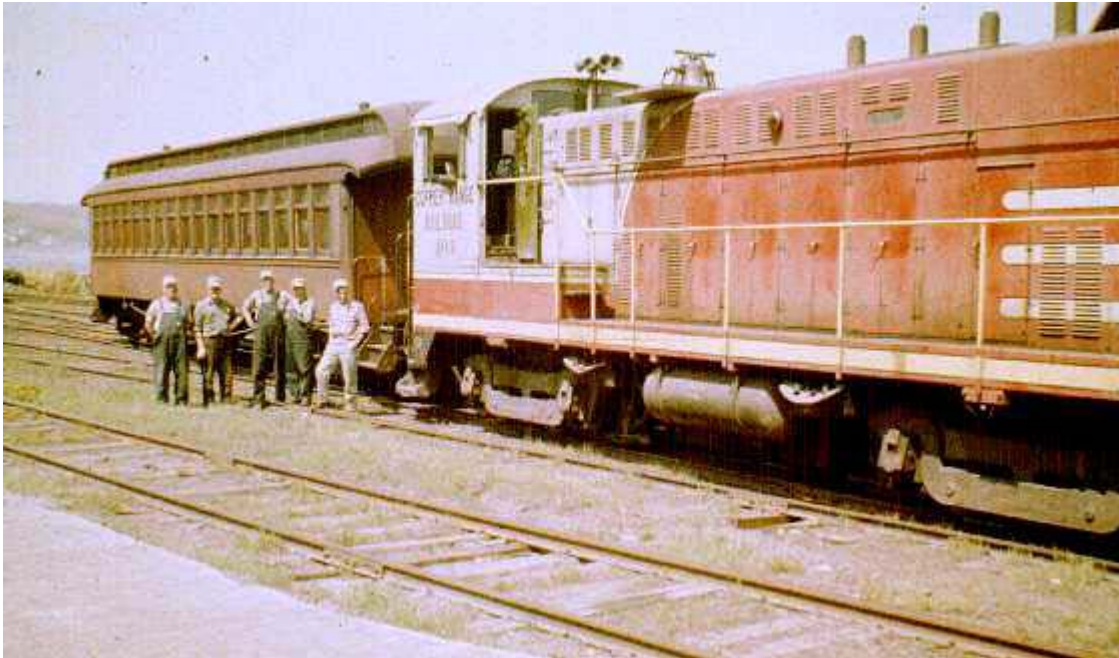
#52 to #55, #62, and #63 are all classified as 1st Class Coaches...
#27, #56 to #58, #60, and #65 to #67 are all classified as 2nd Class Coaches...



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 looking back at stamp sand cars. 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 photos 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.



The covered drive created with the track of the Atlantic Mine taking the mine rock to the stamp mill in Redridge on their Atlantic and Lake Superior Rail Road.

Compiled from the Copper Range Railroad Website by Barb Koski Osma Plat Road Houghton MI Submitted in 2009.