

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. See attached photo of the depot.

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.