

Hi Hal,

Feb 17 1984

Sorry that I don't have documented info as to the why of the Stites branch, however I can probably come close with my knowledge of the area.

W4

Weyerhaeuser and a couple other timber companies had "thousands" of timber cruises in the area in 1906, and many more cruises since, however lumbering really didn't get started good until around 1928. There was a small logging railroad above Kamiah around 1916, and they flumed boards down to Kamiah.

Mining was a big deal in the upper Clearwater drainage areas in the mid 1800s, however that was largely gone before the railroad came.

So -- that leaves only one commodity -- grain. The Stites line, as I recall, was built several years before the Brangerville line and the Nezperce line. Seems like there were at least 4 trams down to the Stites branch -- I do have the info although not here at the moment -- probably in the safe in the storage shed. The tram below Kamiah -- Pardee or tramway siding -- lasted until about 1940. The little museum at Winchester has two of the "buckets" -- oil drums cut in half lengthwise. This last tram was north east of Nezperce.

You perhaps knew of Dave Stearns. We did a lot of research of the area trams, and as I understood it, Dave donated info and

pic to the Oregon Historical Society - If you have the picture of
the tram at tramway siding, it could well be one I copied from
Mrs Ed Weekly of Orofino -

A friend said the Nezperce RR was listed among abandonments
in Trains Magazine -

If you need more details of anything, I'll attempt to answer -

I'm slowly working on a 1" scale model of Craig Mtn Lbr Co
Hessler # 3 - The prototype is being overhauled at North Lake Wisc
this winter - They have Nezperce # 9 operating there -

Best wishes

Ivan English