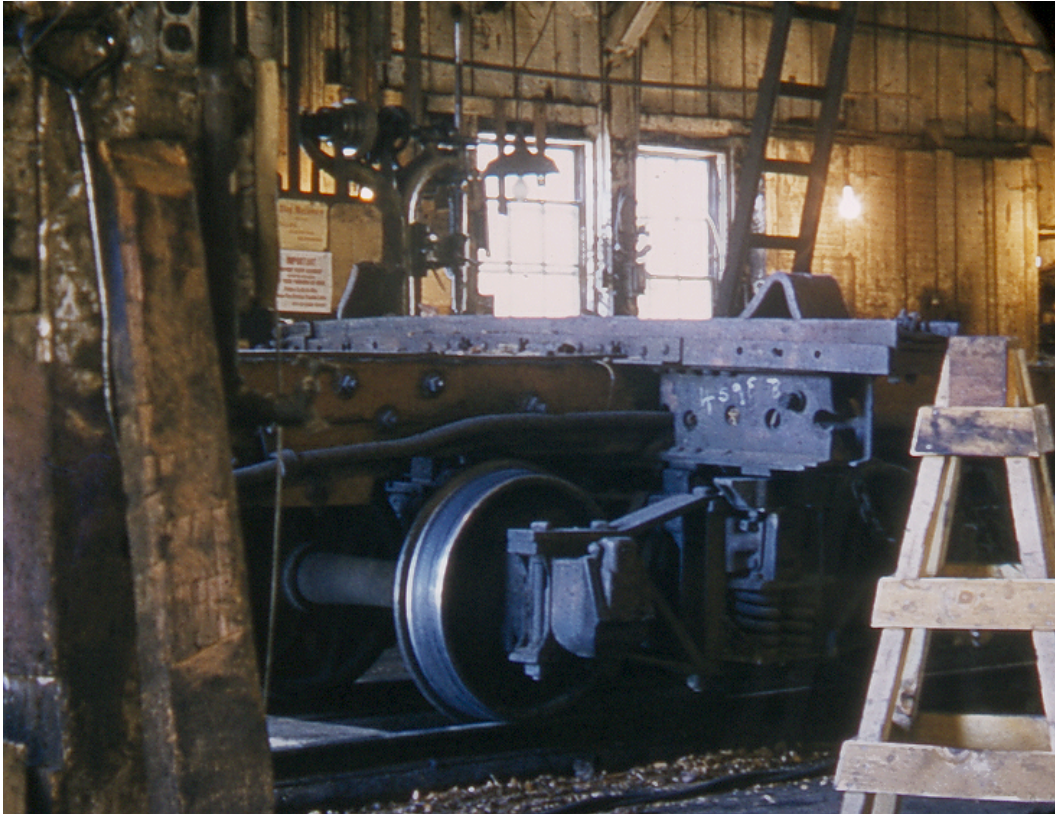


REQUIEM FOR THE WEST SIDE LUMBER COMPANY

By Hart Corbett, August 2009

Part Two, Section 2D

This continues the photos and story from Section 2C about the West Side yards logging operations which Mary Jo and I watched and photographed on June 10, 1959.



After watching the dumping operations we returned to the upper yards and I went into the car shops closer to the main line. Mary Jo waited outside.

Inside, a log car was under repair. Belt driven machinery (using a single cylinder gas engine for power) was in use. The railroad's main line was just outside the windows in the background.



This was the view out the back of the car shops. The large 11 speeder shed was in the background, a short way inside the gate to the yards. Across from it was the spout for the main water tank. [Apparently, part of one of my fingers intruded into the image].



Coming back through the shops, I went up into the shop that once was the original engine house. There, I photographed a new beam being installed on a log car. Other new beams, complete with hardware, were piled and awaiting installation. I did not record what caboose was in the background.



I then had to move, as a workman in the shop pointed out to me, because gas switcher no. 1 was pushing a used log car into the track next to me.

The Dispatcher's shack and the woods warehouse were in the background on the 5% grade to the wye which was out of sight to the upper left.



At some point while I was in the car shops area, I photographed a coupling being made. I don't recall the details except that the engine was gas switcher no. 1. It was out of sight to the right.

Mary Jo and I then walked up into the standard gauge yards area to watch Heisler no. 3 switching those yards. No. 3 originally was a narrow gauge Heisler, one of four built in 1899 for the West Side.



It was standard gauged in 1947 for the purpose shown here -- switching cars that either had come in on the standard gauge Sierra Railroad or which were to be shipped out on the next Sierra train.

We found no. 3 using the east leg of the the Sierra's wye to approach this loaded flat car. The Sierra's Tuolumne station was in the background. I never knew who the man was or why he was there. The red box held a fire hose on a reel.



This large storage shed -- we called it the "green shed" -- apparently stored lumber. We never looked inside; the next time we were here (1960), it was gone. Here, no. 3 was using the east leg of the Sierra wye.

The yellow straddle carrier with a lumber load was just one of what seemed like dozens of them that were moving all through the drying yards areas including the other side of the log pond. A wooden vehicle bridge crossed the pond for that purpose.



One last shot of no. 3 doing its switching before we had to head home after turning in the Pass to the company office.

A few days later, I was commissioned a 2nd Lieutenant in the U.S. Army (ROTC) with orders to report for active duty January 15, 1960. A day later, both Mary Jo and I were graduated from college. Less than a week after that, I was off to New York City and Montreal by train, then crossed the Atlantic on a small passenger ship to England. From then until mid-October 1959, I traveled through Europe by myself on a Vespa motor scooter. London -- Edinburgh -- Bergen (Norway) -- Oslo -- Stockholm -- Copenhagen -- Hamburg -- Koln -- Mainz -- Munich -- Salzburg -- Vienna -- Innsbruck -- Milan - Venice -- Florence -- Rome -- Monaco -- Nice -- Marseilles -- Paris -- and back to London.



Mary Jo and I were not to see the West Side in logging operation again until July 18, 1960, the day after we were married in Modesto, California. I was on a 30 day leave from Army duty. We never saw the railroad in logging operation again after that.

END OF PART TWO

Please proceed to Part Three, Section 3A, for more photos & story showing the West Side mill and Yard areas in April 2009

— 50 years later than Parts One and Two —