

# REQUIEM FOR THE WEST SIDE LUMBER COMPANY

By Hart Corbett, August 2009

## Part Three in its Entirety

Part Three shows what was left of all the scenes in Parts One and Two on April 19, 2009. This was 50 years almost to the day from when the scenes in Parts One and Two were photographed. All areas in these photos are posted for No Trespassing. I used a telephoto lens in some cases.



The rear of the 3 stall car shop. The old charcoal storage shed with a peaked roof is partly hidden by trees at right center. The possible engine remains in the distance are not West Side or even WS&CV, to the best of my knowledge.



The caved-in carpenter shop. The paved road is about where the dual gauge tail of the narrow gauge wye led to the engine servicing facilities. Orange plastic fencing is about 8 feet high and completely encircles the old West Side upper yard area.





A slightly different view of the area behind the 3 stall car shop. The charcoal storage shed is at left center. The railroad's main line into the yards was on the far side of the shed.

Glen Bell's WS&CV people completely re-contoured the land so that even in 1981, it was hard to recognize old sites from the logging days. For example, they put a small hill over the site of the main engine house (no photos here because that area is posted).



The much altered Dispatcher's shack is hidden in the trees just behind and to the right of the reddish vertical object at right center.

Glen Bell's old WS&CV engine house can just be seen at the far left.

This dirt road, shack (not West Side) and other

odds and ends are on what looks like a flattened hill. This probably is some of Bell's WS&CV fill. The old Tie Siding may have run through about where the peaked roof shack is.





Bell's old WS&CV engine house. The Me-Wuk tribe may be using it for storage.



Looking southwest down the main road that was bulldozed through the property several years ago. Behind my right shoulder is the very nice medical clinic building which the Me-Wuk Tribe built a few years ago. The distant road on the left behind a large truck is near the end of the Sierra Railroad track. Its station was here too. From there the Sierra track left town generally through the trees behind the piece of equipment at center far right. The Sierra's wye was approximately in the flat area behind the pile of rock debris at the right shoulder of this road. The mill site was in the trees to the far right but partly out of this photo.





Here's a telephoto shot of the end of the bulldozed road seen in the previous photo. The Sierra Railroad track, near its Tuolumne station, was roughly where the dirt road crosses this scene. There is no trace of its grade, so I can only approximate the location. This more distant paved road (complete with curbs, gutters, and sidewalks) is a few years old but is still posted "No Trespassing". I think this was a drying yard area in 1959 but don't recall for sure. The eastern switch for the Sierra wye was somewhere near the center grassy area. After taking this photo, I moved via City streets to get to the area at the left for the photo below.



Looking from about the Sierra station site across the paved and curbed road in the previous photo, here's all that remains of the mill and lower yards. The burner can be seen at center left background. It has not been moved (but Bell altered the log pond in the 1970s so the burner was on an island). The mill once was in the area where the cottonwood trees now are. Good luck if you can still see in your imagination what my 50 year old photos recorded here! I can't.





To give a better idea of the mill site, here's a closeup of the burner with my telephoto lens. [I sure wish I had owned this Nikon digital SLR back in 1959!]

This was taken from the same place as the second photo on the previous page.



The old West Side office building, altered a lot from what it was 50 years ago. The roll up door on the left is where I entered to get my Pass to the mill grounds back then. There were lots of windows in the wall and a glassed door. The building is now starting to collapse; note the sag at the right.



Fortunately, Heisler no. 2 is in the City Park to remind people that once a railroad ran here. It is very different from the same engine that I found it on the RIP or dead line in the yards on May 10, 1959. Then, just ten years had passed since it last was used with the snowplow and it was pretty well intact.

This is the end of Part Three and the end of this Requiem for the  
West Side Lumber Company.

Thank you very much for taking the time to read through all of the Requiem and I certainly hope that you found it interesting , as well as useful!

It certainly brought back a lot of memories for me!

With warm regards, Hart Corbett