

REQUIEM FOR THE WEST SIDE LUMBER COMPANY

By Hart Corbett, August 2009

Part Two, Section 2B

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



Shay no. 10 has arrived in the upper yard with a log train. A brakeman is uncoupling the engine preparatory to turning it in the same way as described for Shay no. 9 in section 2A. Shorty Maddux was the engineer of no. 10. The dual gauge track was used by Heisler no. 3 to get to the engine servicing facilities a distance behind the train.



Shay 10 was backing down the dual gauge leg of the wye. A reefer which was being loaded at the warehouse sat on Tie Siding. It must have been pushed there earlier in the day by the gas switcher because the reefer was not at the warehouse dock in the previous photo.



No. 10 backed down the 5% grade from the wye. The man standing on the warehouse dock probably was loading the reefer when it had to be moved. He kept his water jug handy. We didn't stay here to see it but the reefer probably was coasted down the grade with its hand brakes after the log train proceeded to the log pond.



By the time we got down to the log pond area, no. 10 had pulled the log train down into place at the log pond brow log and had been uncoupled from the cars. Here, it was starting to back up onto the tail track (which ran under the jack chain at the mill's front) to pick up the empty log cars which had been pushed there by the log dumping crew, using the dumping cable to move the cars.

The Shay then pulled the empties along the track next to the spar pole and up to the upper yard to be left there for the next day's trains to the woods. Scrap wood from the dumped logs was piled around the base of the spar pole and a workman was looking at a straddle carrier in the shop at left.



After it pulled the empties to the upper yard (and probably past the high pressure log car washer), Shay 10 backed down past the loaded train it had brought in. It was headed towards its "tie up" track (foreground) in front of the engine house.



Here, no. 10 had almost arrived at its tie up track. The round, flat device (with a long handle) at left foreground was a cover that was placed over the Shay's stack once the engine had cooled. It was placed and removed from the ground, using the long handle attached to it.

Floodlights were on the wooden pole in the background (one of two -- the other was out of sight to the left) lighted the pond dump area for night operations.



Engineer Shorty Maddux eased no. 10 the last few feet on the tie up track. Over the top of the cab could be seen some of the log dumping rig. The round object at lower right was the stack cover.



Shorty was talking to his fireman in the cab. His personal whistle [now in the Tuolumne City Museum] is still mounted but he soon would retrieve it to take home with him.



Shorty looked at me from the cab of no. 10 after tying up the engine for the day. We had seen him briefly that morning at Camp 8, oiling around the Shay while it took on water.

Please proceed to Part Two, Section 2C, for more photos & story.