

REQUIEM FOR THE WEST SIDE LUMBER COMPANY

By Hart Corbett, July 25, 2009

Section 1B

[Continued from Section 1A]



These are the three shays (8, 9, & 12 front to back) temporarily on the RIP track.



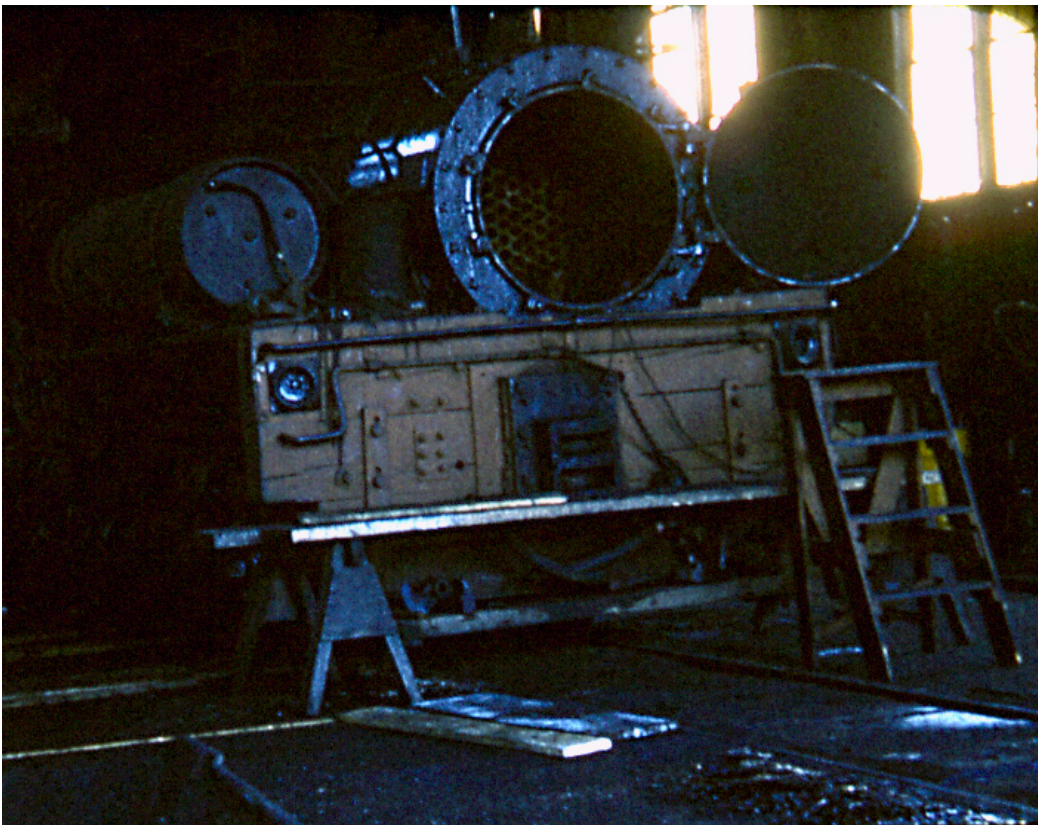
Behind the three Shays was Heisler no. 2 which later was moved to the City Park in Tuolumne. I learned many years later that it had not been used since 1949 -- ten years before this photo -- when it was used on a snow plowing train. Behind it was another round roofed camp car.



Slightly further down, I photographed the engine house with two Shays on the tie up tracks in front of it. Only then did I realize that I was not alone after all! Three men were standing between the engines. They gestured to me to come closer, which I did. Note the parked straddle carrier on the left. A pickup truck is on the right side of the Shays. It may belong to Shop Foreman Ed Sullivan. On the right,

in front of the burner, is the machine shop where the straddle carriers and speeders were repaired. On the very right are parts of the two spar poles used for dumping logs. The nearest has been thinned by passing railroad cars and loaded log cars brushing up against them.

When I reached the men, they introduced themselves but I did not record their names.



They showed me around a bit. Inside the engine house was a Shay under repair. I don't recall its number but it might be #7.



One of the men I had met, a railfan too, walked back with me and I was able to take photos as I retraced my route to my car. This is the lower yards viewed from the opposite direction as the photo that's five photos back. I was standing just in front of the two Shays on the tie up tracks in front of the engine house.

The car on the right may be a parts car; between it and Heisler #2 is the earlier noted round roof camp car. The new timbers behind the parts car look like bridge timbers. From the way they are piled, they may have been brought there by a straddle carrier. Beyond the cabooses, a loading dock can be seen and beyond that is the smaller of the two warehouses. The main woods warehouse appears to have had a good part of its roof reshingled. I walked up the main line seen here without taking any more photos until I reached the upper yards at the bottom of the 5% grade near the smaller warehouse.



View at about the opposite direction of my earlier photo looking down grade past the Dispatcher's Shack and the woods warehouse. Here are the four tractors on equipment flats, the two gas engines in front of the three stall car shop, and the reefer on the 5% grade on the right next to the woods warehouse. The end of the smaller warehouse is at the right. Note the heavy grease on the tie

ends on the right side of the main line left by Shays working up grade out of the lower yards. Less grease is on the left, between the narrow gauge and standard gauge rails.



A close up of the front of the car shops showing the traveling crane in front of the two stalls at the right. Contrary to a popular myth, the cross beam is not from a Shay's frame. Gas engine no. 1 was the switcher for moving cars in and out of the shops. On the right is speeder no. 12 with a trailer behind it. The tank car is numbered 412.

Another equipment flat is between #1 and speeder #12.



The man who had been walking with me headed up the grade by the Dispatcher's Shack so I was able to take a photo inside the shops.



This is as far up towards the yard entrance as I went that day. Note the 11 stall speeder shed on the left. The gate by the highway into Tuolumne is just out of sight around the corner.

I took no further photos at Tuolumne and returned to my car and patient Mary Jo. We then drove up to Camp 8 and took photos up there, which are not included here.

END