

REQUIEM FOR THE WEST SIDE LUMBER COMPANY

By Hart Corbett, August 2009

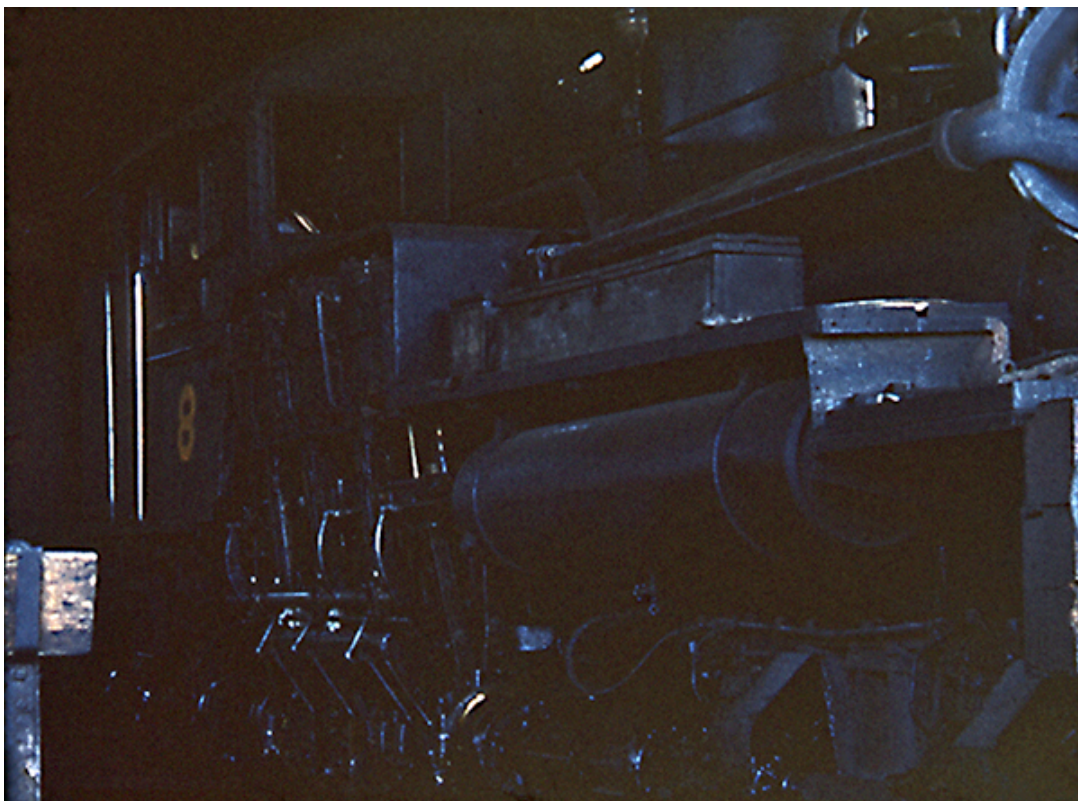
Part Two, Section 2C

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



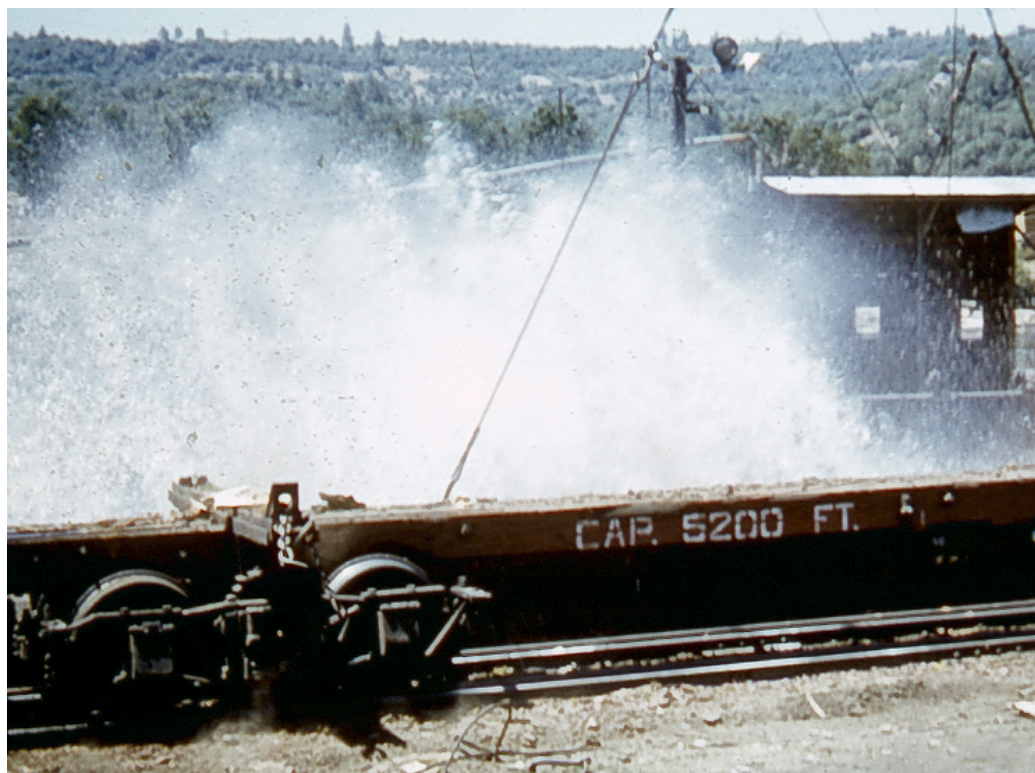
After the last photo in Section 2B, Shorty Maddux first went out the cab door in front of the engineer's seat of Shay 10 and climbed up enough to reach his personal whistle. Using a rag or a piece of waste, and still wearing his gloves, he unscrewed it and climbed down and back into the cab of Shay 10. He laid the still fairly hot whistle on the steel deck of the cab so it would cool off further -- the deck would absorb some of the heat. He then climbed down from the cab to speak briefly with three railfans standing on the ground, of which I was one. Mary Jo was standing a way off, not wanting to be in the way. I tried to sneak a photo of Shorty while he was talking to one of the others beside me. After I got the picture, he turned to me and chided, "You thought I wouldn't see you but you were wrong!" [I also accidentally cut off the top of his head in the photo]. He then turned to the cab, picked up his now cooler steam whistle, and left.

After Shorty Maddux and his fireman left, the two other railfans also left. Mary Jo and I stayed to look around.



I took a brief look into the engine house and saw Shay no. 8 on the track behind no. 10. I tried to photograph the engine with not a lot of success (no flash attachment).

I then went back outside and rejoined Mary Jo. We went over to see how the log dumping was done.



This was my first photo of the dumping at the log pond. In the background was the winch house, with two winches that controlled the two cables that were used. The winches were steam powered; the steam was piped to the winch house from the mill's main boiler, using a very long pipe that was wrapped in asbestos insulation. This pipe can be seen here entering the winch house.

The two rigid cables in this photo had been run under the load from the near side and attached to rings set in the concrete brow of the pond. The upper ends were attached to the hook on one cable that ran to the larger winch in the winch house. The winch operator reeled in the cable and thus lifted and dumped the logs. Here, the cable was pulled tight as the last log hit the water.



I went over to the end of the log pond brow nearest to the burner to watch the dumping. The concrete brow of the pond had a railroad rail mounted along its length. By design, the outer ends of the bunks of the log cars rested on this rail, thus keeping the cars from tipping as the logs were rolled off. The hook and block of the tripled dumping cable could

be seen, with what looked like a swivel placed between the hook and the round weight to which the two short dumping cables were attached.





The second cable to the winch house could be seen in this photo. It was used to move a “traveler” along a fixed cable between the two spar poles so that the dumping setup was always over the car to be unloaded. It also was used in connection with the dumping cable to move the cars along the level track and even move them fast enough so they all would roll on to the tail track that curved

around the mill and under the jack chain.



We also watched the pond boat in action, “herding” logs around the pond and away from the dumping area.

The raised walkway led out to the winch house which was built into the pond bottom. Above the walkway is the insulated steam pipe to the winches, supported by a heavy cable, much like a suspension bridge. As far as I could tell, the men on the walkway were employees.

The raft to recover sinker logs, with a hand winch and a boom sticking out of it, could just be seen in the shadows behind the pond boat.



Before leaving the pond area, I quickly went around the mill and photographed the tail track and the jack chain that brought logs from the pond into the mill. Logs were washed to remove loose debris so the band saws would not throw the debris around where men were working.

Only empty log cars could use this track!



A last look at the dump in action before we went back to the upper yard area by the car shops.

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