

## Locomotive Roster

Imperial Valley Gypsum (1922-1924)

Pacific Portland Cement (1924-1945)

United States Gypsum (1945-present)

Plaster City, California, 36-inch gauge

Road No.	Type	Cylinders/ Horsepower	Weight (tons)	Pressure (psi)	Tractive effort (lbs.)	Builder	Build No.	Build date
4	4-4-0	12x16	22.2	130	6,090	Baldwin	3971	8/1876
8	2-8-0	15x20	34.5	130	13,800	Baldwin	4938	1/1880
12	2-6-0	16x22	41	150	15,610	Porter	2123	4/1900
14	2-6-0	16x22	41	150	15,610	Porter	2124	4/1900
2	B g/m	127 hp	20			Plymouth	3170	4/1929
40	B-B	300 hp	40			Whitcomb	60072	5/1941
1203	C-C	660 hp	75			Porter	8096	1/1946
1303	B-B	390 hp	54			GE	32658	7/1956
1403	B-B	390 hp	54			GE	32657	7/1956
111	C-C	1,200 hp	105			Bombardier	6123-01	7/1982
112	C-C	1,200 hp	105			Bombardier	6123-02	7/1982
113	C-C	1,200 hp	105			Bombardier	6123-03	7/1982

### NOTES (by Road No.):

- 4 Purchased 1921 from United Commercial Co. (locomotive dealer) for construction of the narrow gauge line. Ex Colusa & Lake No. 4. Originally built as South Pacific Coast No. 3. Scrapped 1936.
- 12 Purchased 1921 from Arizona Consolidated Copper Co. No. 12. Originally Arizona & New Mexico No. 12. Scrapped 1946.
- 14 Purchased 1921 from Arizona Consolidated Copper Co. No. 14. Originally Arizona & New Mexico No. 14. Retired in 1930s and stripped for parts for No. 12. Remains scrapped 1946.
- 8 Purchased March 1943 via Dulien Steel (scrap dealer). Ex Nevada County Narrow Gauge No. 8, formerly Denver & Rio Grande No. 283, purchased by NCNG July 22, 1933; had boiler from D&RG No. 42 (BLW No. 6057). Scrapped May 1947.
- 2 Plymouth gas-mechanical model HLB. Transferred circa 1940 from Pacific Portland Cement operation at San Juan Bautista, Calif. Transferred to Sweetwater, Texas, 1946. Scrapped there in the 1970s.
- 40 Whitcomb center-cab model 40-DE-17. Purchased March 1947 from U. S. Navy Ammunition Depot, Oahu, Hawaii, as locomotive No. 3. Sold 1956 to Canadian Gypsum Co. No. C, Hillsboro, New Brunswick. Rebuilt to 48-inch gauge.
- 1203 Apparently ordered for Pakistan. Equipped with 6 Westinghouse 928A traction motors, 72:13 gearing, and a Westinghouse 199A generator. In service July 5, 1947. Sold in early 1980 to Huckleberry Railroad, Michigan.
- 1303 Custom designed end-cab switcher for USG Corp., similar to GE's later model U4. Shipped July 13, 1956. Powered by a Caterpillar D397 engine. Transferred September 1992 to Georgetown Loop as No. 130, Silver Plume, Colo.
- 1403 Custom designed end-cab switcher for USG Corp., similar to GE's later model U4. Shipped July 13, 1956. Powered by a Caterpillar D397 engine. Transferred September 1992 to Georgetown Loop as No. 140, Silver Plume, Colo.
- 111-113 Three of four Bombardier DL535E units built in July 1982 for the White Pass & Yukon as Nos. 111-114. They never operated except in tests at the builder's plant. They were stored at Bombardier for a time, then moved to Soulanges Industries Ltd., Les Cedres, Quebec. WP&Y Nos. 112 and 113 were sold to USG in January 1991. The 113 was wrecked December 1992. The 111 was purchased February 1993 as a replacement; in service March 8, 1993.

*Operations sold to United States Gypsum Company, 1945.*

Southern Pacific narrow gauge 4-6-0s No. 8 and 9 were leased on occasion; No. 9's appearance in 1952 was the last steam to be used on the line.