

Rolling stock of the Los Angeles Municipal Cement Mill Monolith Portland Cement

Version 9.29.2015

Locomotives

Steam Locomotives

Operations started with three steam locomotives, numbered 1, 2, & 3, all purchased by the City of Los Angeles, all likely built by Vulcan (PA). We have identified 6 locomotives purchased by the City of Los Angeles during the contraction of the Owens Valley aqueduct. Of those two are known to have been delivered to Aqueduct, and of those two on the number of the last (no 3) is known with certainty, but all Los Angeles locomotives seem to be numbered in a single block without regard to assignment (cement plant or construction) and the known numbers (No 3, 5, & 6) reflect the order purchased.

No 1?, Vulcan c/n 438, 2/1903, 0-4-0st, 9x14, 30" drivers, 26,600 lbs
Built for Erikson & Patterson, No 3, Rydon Nevada (north of Elko.)
To Thos McNalley for City of Los Angeles.
No final disposition listed in Vulcan records.
It has not been confirmed that this locomotive was assigned to the cement plant, but it seems likely.

No 2?, Vulcan c/n 1256, 11/1908, 0-4-0st, 10x16, 30" drivers, 36,000 lbs
Built for City of Los Angeles, delivered to Aqueduct, CA,
to US Potash 1920 (per Vulcan Records), New boiler 1922

No, 3, Vulcan c/n 1407, 11/1908, 0-4-0st, 12x18, 36" drivers, 56,000
Built for City of Los Angeles, delivered to Monolith, CA
to Monolith Portland Cement (per Vulcan records)

Steam operations ended by 1930.

Gasoline, Diesel, and Electric Locomotives

No 4, Plymouth, model BL-2 c/n 1301, 8/1922, 14,000 lbs, believed used in quarry
Buda BTU, friction drive, Rebuilt and renumbered 14

No 5, Plymouth, model DL 1376, 1/1923, 14,000 lbs, believed used in quarry
Buda BTU, mechanical/chain drive, Rebuilt and renumbered 15

No 6, Plymouth, model JLC-2, c/n 2529, 2/1927, 24,000 lbs, used at quarry?
equipped with 6, Cylinder, Climax R6U gas engine

No 7, Plymouth, model WL-2, c/n 3148, 3/1929, 60,000 lbs, used as spare/mainline

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Nicknamed *Grandma* for its slow speed. May have been numbered 1 originally
Only mainline locomotive from 1929 to 1948, later rebuilt and converted to propane
Retired in 1948, but initially retained as the backup locomotive.
Sold to a “private party” in the early 1970’s, but never moved, seen recently in a local
junk yard

No 8, General Electric, electric mining locomotive, c/n 7710, 3/1919, 12,000 lbs, used in quarry
purchased used in 1936 from Southern California Edison

No 9, Baldwin, electric mining locomotive, c/n 55254, 1/1922, 20,000 lbs, used in quarry
purchased used in 1936 from Southern California Edison

No 10, Plymouth model JLA, c/n unknown, 20,000 lb, used in quarry
apparently purchased used, after 1936

No 11, GE 25 ton end cab Diesel/electric, c/n 29369, 4/1948, 50,000 lbs, used on mainline
150 hp, had less tractive effort than No 12, so was generally used for maintenance or as
the back-up locomotive.

No 12, Plymouth c/n 5353, model WLC, built 5/7/1947, 70,000 lbs, primary mainline engine
three axle, Caterpillar D17000 engine, 35 ton, to Magic Mountain c.1972

No 14, Formerly No 4, heavily rebuilt, used in quarry

No 15, Formerly No 5, heavily rebuilt, used in quarry

Cars

Note: this roster of rolling stock is incomplete, based on an 1973 article, and on photos

Early photos (before 1930) show a mix of gable bottom and flat bottom cars with side doors

On hand at end of operations, January 13, 1973 as reported by Gary Allen)

- 28 - Easton Car & Construction, 7-ton rock cars
 - 4 wheel, “V” bottom, tip cars
 - equipped with knuckle couplers and roller bearings – used in quarry
- 3 - Reject cars – 5-ton capacity, used in quarry
- 1 - hand pushed flat car for clean-up
- 66 - 10-ton rock cars, 4 wheel, square body, rotary dump
 - Equipped with link and pin draw heads, used on the main line

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- 1 - Snow plow, numbered 36
 Built on an old dump car frame, filled with weights

This roster was compiled by Randy Hees, August 2015 for PacificNG.org. An article by Gary G Allen, *Narrow Gauge in the Tehachapis*, Pacific News, November, 1974, No 157, Volume 14, No 11 as well as various builder's lists, particularly Vulcan and Plymouth Locomotive lists published by Robert Lehmuth.

This is a work in progress, and will be revised as new information is found.

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