

Dispatcher

Issue 3A Railway Historical Society of San Diego, Calif. Feb. 13, 1956

ALL ABOARD THE "U.S. GYPSUM" TRAIN

UNITED STATES GYPSUM CO.
NARROW GAUGE RAILROAD LINE
Plaster City, California
1945

0.00 Plaster City (SD&AE)
1.00 Passing track*
Coyote Wash
Coyote Wash
Butterfield Road
15.00 "Sand stop" (Steam)
15.25 Carrizo Creek
16.00 Ancient beach line
(several times)
24.00 Foot of grade
26.00 Quarry (Mine)

* Reported to have been
relocated
One way time-approx. 90 min.

LATE NEWS

Santa Fe announces that the General Motors Aerotrain will see service on the Los Angeles-San Diego line on March 6 and 7.

Santa Fe's announcement of the experimental service follows shortly after the tragic Jan. 22 RDC crash.

The "Aerotrain" will be exhibited in San Diego sometime during the two days. Visitors may also board the train in Pasadena on Mar. 4 and Los Angeles on Mar. 6.

Nature of service on Mar. 6-7 has not been announced. NRHS, a Los Angeles fan club, has reserved seats on one trip. RHS of SD members have been invited. However, local fans may have the opportunity to board the train on regular trips.

Discussion of a proposed S.D. Transit Authority has been set for Mar. 1, according to the San Diego Union.

See Jack Stodelle for dates of the first RHS of SD work day.

Welcome to the third excursion of the Railway Historical Society of San Diego.

H. E. Hammer, works manager of the Plaster City plant, is the host. All arrangements have been handled through his office. The Society expresses the appreciation of all members to Mr. Hammer for his interest in the project. Thanks also to the company he represents, the United States Gypsum Company.

Today's trip on the narrow gauge railroad of the U.S. Gypsum Co. is the most ambitious trip yet attempted by the Society.

Previously the Society sponsored a hike over National City and Otay roadbed in the Sweetwater Dam area. Members also joined in riding the RDC train on one of its first runs.

Attached to Special Issue 3A is the story "Narrow Gauge On the Desert." The writer of the story reminds readers that the description of the line is based on operations back in 1945.

Steam has given way to diesel; round trips today are two or three in number instead of one. All equipment has been replaced and much roadbed has been rebuilt.

Recently announced expansion will result in increased facilities and operation. The December, 1955, Southern Pacific Bulletin states that SP-SD&AE has provided 130 specially-equipped flat cars (bulkheads at each end) for the loading of plasterboard.

The gypsum plant was established in 1920 by the Imperial Gypsum and Oil Co. to develop the 25,000,000 ton deposit on the western edge of the valley. The Pacific Portland Cement Co. purchased the plant in 1924. U.S. Gypsum took over a few years ago.....

Remember! SAFETY FIRST!