

CUSHENBURY LIMESTONE RAILROAD, SAN BERNARDINO COUNTY, CALIFORNIA

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INTRODUCTION

This report is part of a research project that describes the relationships between mines and railroads in the Mojave Desert and southwestern Great Basin of southeastern California and southwestern Nevada. t

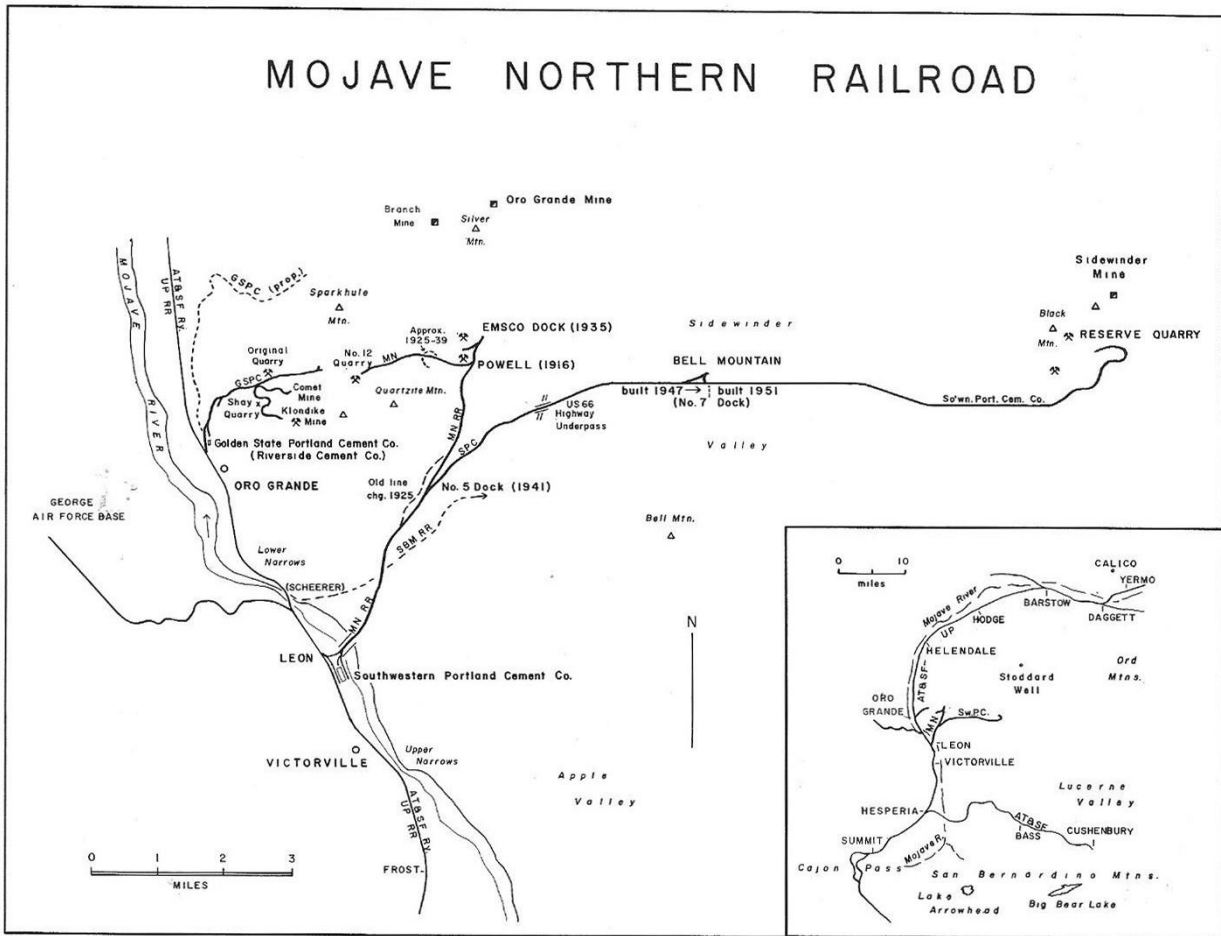
The collection can be accessed at
<http://www.greggwilkerson.com/railroads.html>

Italics indicate quotations.

HISTORY

The Cushenbury railroad connected to the Los Angeles and Salt Lake (LA&SL) Railroad at Hesperia. That railroad is now part of the Union Pacific Railroad company

The Cushenbury limestone quarry was opened in 1947 by the Permanente Cement Company, and operated intermittently and on a small scale until it was shut down in 1950. During this period the deposit yielded several thousand tons. The limestone was trucked to Thorn; from Thorn it was shipped by rail to the Los Angeles mill of the Kennedy Minerals Company where it was ground for use as whiting (Wright and others, 1953, P. 174; Rapp and others, 1990; Myrick, 1963:864).



Caption: Map of the Mojave Northern Railroad and Cushmanbury Railroad. From Myrick, 1963, p. 861.

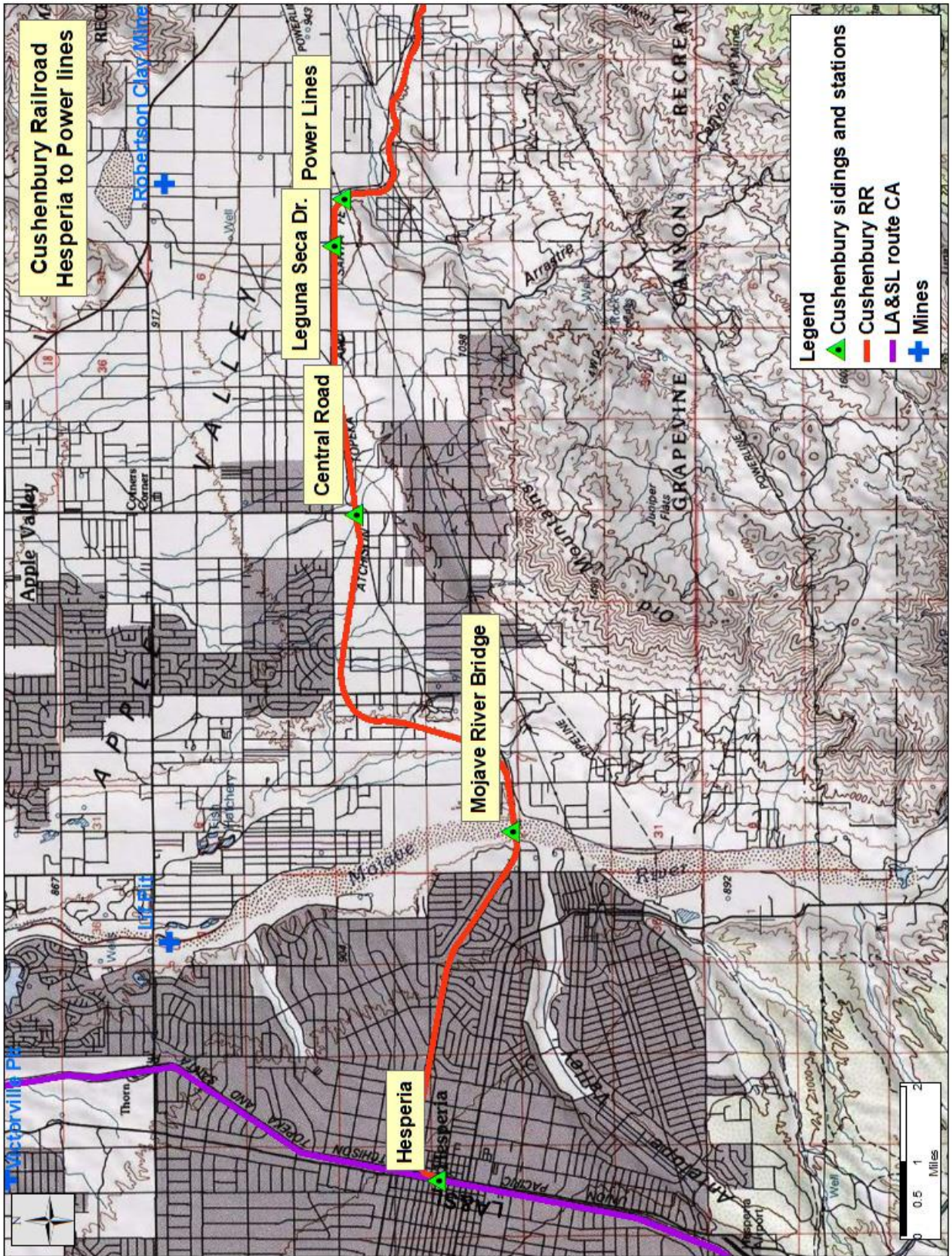
Renowned industrialist Henry J. Kaiser originally developed the Cushmanbury limestone quarry to supply his steel making operations in Fontana, California during World War II. He built the cement plant and 35-mile long railroad in 1957. The facility was modernized in 1982 and Mitsubishi Cement Corp. purchased the plant in 1988. Today the Mitsubishi Cement Corporation Cushmanbury Plant is one the leading industries in the Victor Valley (Mitsubishi Cement Corporation, 2023).



Caption: Drilling at Cushenbury deposit. Undated photo. From

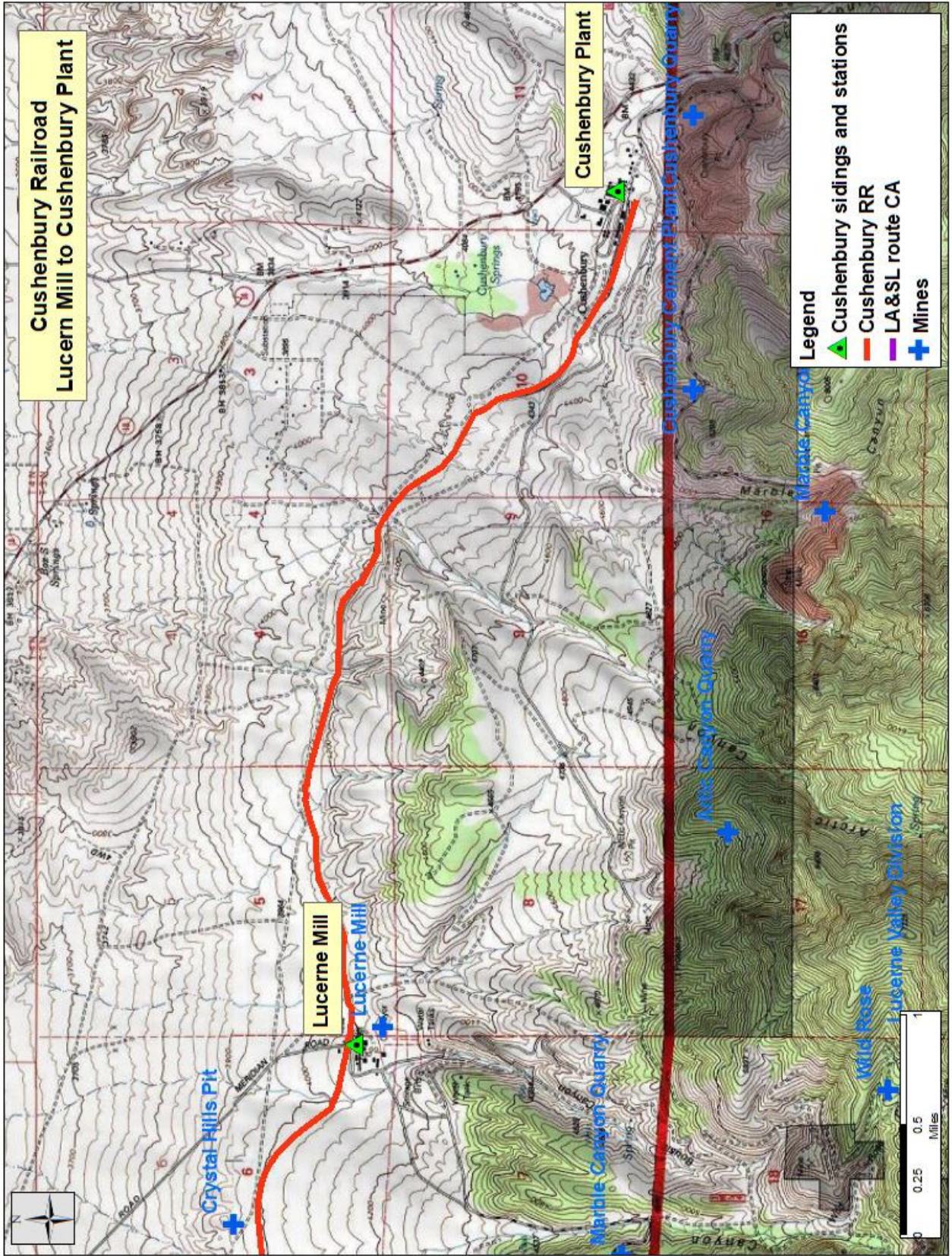
<https://mitsubishicement.com/history/cushenbury-history/> accessed Oct. 23, 2023.

The Cushenbury Railroad started in **Hesperia** at its junction with the Los Angeles and Salt Lake Railroad (LA&SL). From Hesperia, the line went east to the Mojave River. From there it went north and east to **Central Road** junction, **Leguna Seca Dr.** junction and passed under present **Power lines** on the northern flank of the Ord Mountains.



From the **Power lines** the Cushenbury RR went east-southeast to **Bass** and then along the northern foothills of the San Bernardino Mountains to **Thorn** and then southeast past a conveyor complex at the **Lucerne Mill**. This facility processed talc and soapstone ores from Wild Rose Dolomite mine in Furnace Canyon (Rapp and others, 1990).

From the **Lucerne Mill**, the line went east to the mouth of Cushenbury Canyon where the Cushenbery plant was built. The mine is a half mile up the canyon. Two miles east of Cushenbury is the Blackhawk Mine (Wright and others, 1953, p. 80; Goodwin, 1957, p. 61).





Caption: Cushenbury cement plant. From <https://mitsubishicement.com/facilities/> accessed Oct. 24, 2023.

REFERENCES

All references in this report are available at
<http://www.greggwilkerson.com/iv-references.html>