



In 1888, the Atchison, Topeka & Santa Fe Railroad completed its Riverside, Santa Ana & Los Angeles Railroad. The RSA&LA was built westward from a connection with the AT&SF's California Southern Railroad (1885) at Highgrove, California, through this location at Riverside, to Santa Ana and ultimately LA. At Santa Ana, RSA&LA connected with the AT&SF's San Bernardino & San Diego Railroad (1888), which together completed a new route to San Diego that circumvented the difficult Temecula Canyon portion of the CS line. The double track and crossover in the foreground is the RSA&LA, now BNSF's Southern Transcon, in this northeastward view at Riverside, California.

The San Pedro, Los Angeles & Salt Lake Railroad was incorporated in 1901 to purchase the interests and property of the Los Angeles Terminal Railway and to construct a line between Los Angeles and Salt Lake City. Construction commenced immediately with a line from Los Angeles eastward to a connection with the AT&SF at Riverside Junction (this location). The 58.5-mile line was completed in 1904 and in this photo is the track at the far left, connecting in the distance with the AT&SF (originally RSA&LA and now BNSF).



Eastward view of Riverside Junction, a few steps from the previous location. The SPLA&SL (1904) is in the foreground, converging to a single track. The RSA&LA (1888), now BNSF, is in the right distance.



Westward view of Riverside Junction, same location as previous. The SPLA&SL (1904) is in the foreground, converging to a single track to an overpass of the California Highway 91 Freeway. The RSA&LA (1888), now BNSF, is barely visible in the left distance.