



In the early 1880's, the California Southern Railroad, a subsidiary of the Atchison, Topeka & Santa Fe Railway, built north from San Diego, California, over Cajon Pass and through Victorville, California (this location) to connect with the SP Needles Branch (1883) at Barstow, California, in 1885 (the SP Needles Branch was leased by the AT&SF as soon as it was built).

The Mojave Northern Railroad was built in 1915-16 by the Southwestern Portland Cement Company from its plant in Victorville (this location), on the AT&SF's CS (1885) mainline. The MN was built northward 5.5 miles from this location to Sidewinder Valley, where the line arrived in 1916. The MN was extended 5 miles east to Bell Mountain in 1947 and 7 more miles east to the Reserve Quarry in 1951. The MN today is a private carrier subsidiary of Cemex.

In this northwestward view of the CS (1885), later AT&SF and now BNSF Southern Transcon, at Victorville. The Cemex cement plant (formerly Southwestern Portland Cement) is visible in the distance. From left to right the tracks are: a siding for the mainline, a double track that is the CS/AT&SF/BNSF mainline, and finally a single-track siding that leads to the MN (1916-1951). Just beyond the small bridge, the MN siding splits into 4 sidings at the plant, then reduces to one track at the far end of the plant, then splits into 9 tracks beyond the plant before re-converging to a single track on the MN(1916-1951) 3,500 feet northwest of this location.



Northeastward view 3,000 feet northwest of the previous location. The double track in the foreground is the CS/AT&SF/BNSF mainline, and multiple sidings are barely visible just beyond. The locomotives are on the single track MN (1916-1951), which splits into sidings 500 feet to the left and out of the image.



Northeastward view 2,000 feet northwest of the previous location. The double track in the foreground is the CS/AT&SF/BNSF mainline, and multiple sidings are visible just beyond. The ore cars are on the northwest end of a big loop track.



Southeastward view at the same location as previous. The double track in the foreground is the CS/AT&SF/BNSF mainline with sidings to the left. The ore cars on the left are on the big loop track, and additional cars are stored on one of the sidings in the distance with the plant just beyond.



Northwestward view at the same location as previous, where the MN sidings have converged to one track, which joins one of the tracks of the CS/AT&SF/BNSF mainline in this view. The switch just beyond the MN switch goes to a 150-foot spur, probably a remnant of an abandoned siding.



Now we have moved a mile northeast of the previous location looking westward (into the sun!) at an ore train on the MN (1916-1951), heading south to the plant in Victorville.