



The Southern Pacific completed its Needles Branch in 1883 and met the AT&SF-controlled Atlantic & Pacific at the Colorado River near Needles. The A&P immediately leased the Mojave-Needles line, thus gaining entry to California, and later gained ownership. Fast forward 22 years to 1905, when the San Pedro, Los Angeles & Salt Lake Railroad arrived at the AT&SF line at Daggett, California, and negotiated trackage rights from Daggett on AT&SF (originally California Southern) tracks over Cajon Pass to Riverside, California.

This westward view of the AT&SF-SPLA&SL (now BNSF-UP) junction at Daggett shows a BNSF eastbound on the 1883 SP grade to Needles, and the branch on the right is the 1905 SPLA&SL grade to Las Vegas.



This northward view of the AT&SF-SPLA&SL junction at Daggett shows the Desert Market, which is a local landmark. The original store was established along the AS&SF mainline in the 1880's and burned down in 1908, three years after the arrival of the SPLA&SL (far tracks). The store was rebuilt in 1908 with a rail car full of concrete, making this the first "fire-proof" building in the Mojave Desert (note "1908" date on the storefront). The store was reportedly always a popular point for miners to cash in their gold, and it is impossible to tell how much money, gold and silver (a lot) passed through this point. The street between the tracks and the Desert Market is historic U.S. Route 66. The Desert Market's current trade is mostly liquor, cigarettes, and lottery tickets.