

SAN DIEGO & ARIZONA EASTERN (SD&AE) RAILWAY

OWNER	San Diego Metropolitan Transit Development Board (MTDB)
ROUTE DESCRIPTION	Four (4) lines totaling 108 miles.
<i>Main Line</i>	Centre City San Diego south to San Ysidro/International Border at Tijuana. Total length: 15.5 miles. This Line extends through Mexico (44.3 miles) and connects up with the Desert Line. The portion through Mexico, originally constructed as part of the Main Line, is now owned by the Mexican national railways, Ferrocarril Sonora Baja California Line.
<i>La Mesa Branch</i>	Downtown San Diego east to City of El Cajon. Total length: 16.1 miles.
<i>Coronado Branch</i>	National City south to Otay. Total length 7.2 miles
<i>Desert Line</i>	Extends north and east from International Border (junction called Division) to Plaster City, where it joins the Southern Pacific (SP) Line from El Centro. Total length: 69.9 miles; presently unserviceable due to fire damage to tunnels.
TRANSIT OPERATOR	San Diego Trolley, Inc. (SDTI), a wholly-owned subsidiary of MTDB on Main Line and on the La Mesa Branch.
<i>Frequency</i>	Seven (7) days a week; 5:00 a.m. to 1:00 a.m.; 15-minute headways most of the day on Blue and Orange Lines; 7.5 minute peak hour service on Blue Line; 30-minute evenings.
<i>Patronage</i>	80,000 average daily riders (FY 00).
FREIGHT OPERATOR	Private operator, San Diego & Imperial Valley (SD&IV) Railroad on three (3) lines: Main Line, La Mesa Branch, and Coronado Branch.
<i>Frequency of Service</i>	Provides service as needed at night when the San Diego Trolley is not in operation.
CHRONOLOGICAL HISTORY	
<i>December 14, 1906</i>	John D. Spreckels announced he will form San Diego & Arizona (SD&A) Railway Company and build a 148-mile line between San Diego and El Centro. Spreckels has agreement with Southern Pacific (SP) to silently fund the project.
<i>September 7, 1907</i>	Groundbreaking ceremonies for SD&A are held at the foot of 26th Street (now known as Dewey Street) and Main Street.
<i>1909</i>	Mexican Government orders SD&A to form the Tijuana & Tecate Company, which will construct and hold a 99-year lease on the 44-mile Mexican rail segment.
<i>1911</i>	Mexican revolutionaries mount several attacks on SD&A construction crews to conscript soldiers and supplies, and cut telephone wires.
<i>1917</i>	U.S. federal government seizes control of all railroads and stops construction as part of its war effort to conserve resources; U.S. Government later grants Spreckels special exemption on grounds SD&A will serve military installation.
<i>November 15, 1919</i>	Construction of SD&A is completed at cost of \$18 million.
<i>December 1, 1919</i>	First passenger train "arrives" in San Diego from El Centro for official grand opening.
<i>1926, 1927, 1929</i>	Rains take out large amounts of trackage east of San Diego.
<i>October 24, 1932</i>	Financial problems force John D. Spreckels' heirs to transfer their share of SD&A ownership to SP for \$2.8 million. SD&A becomes San Diego & Arizona Eastern (SD&AE).
<i>1932</i>	Floods, land slides, and fires close three (3) tunnels resulting in over \$600,000 in repairs.
<i>January 11, 1951</i>	SD&AE ends passenger service due to years of continued declining patronage.
<i>May 20, 1970</i>	SP relinquishes its interest in 44-mile (72 km) Tijuana and Tecate Railway to Mexican national railways, Ferrocarril Sonora Baja California, S.A. de C.V.
<i>September 10, 1976</i>	Hurricane Kathleen destroys major sections of track and bridges on the Desert Line.
<i>1978</i>	Interstate Commerce Commission (ICC) denies SP's request to abandon railway.
<i>August 20, 1979</i>	MTDB purchases SD&AE Railway Company in restored condition for \$18.1 million (SP keeps Plaster City-El Centro segment). ICC approves operation of freight service by Kyle Railways under contract to MTDB. MTDB reorganizes SD&AE as a Nevada nonprofit corporation.
<i>January 1980</i>	Storm damages parts of SD&AE Desert Line and Ferrocarril Sonora Baja California Line.
<i>January 1983</i>	Mexican damage repaired, Kyle begins rail shipments between San Diego and Plaster City.
<i>June 18, 1983</i>	Fire destroys two (2) bridges on Desert Line.
<i>March 8, 1984</i>	MTDB signs agreement with Texas firm, RailTex, to provide freight service. New service to operate as San Diego & Imperial Valley (SD&IV) Railroad.
<i>April 25, 1984</i>	ICC denies Kyle's request to abandon the Railroad.
<i>August 9, 1984</i>	ICC approves RailTex's application to operate freight service.
<i>October 15, 1984</i>	SD&IV begins freight service.
<i>December 1, 1985</i>	San Diego Railroad Museum began 16-mile roundtrip Passenger Excursion trips between Campo and Miller Creek.
<i>August 1, 1986</i>	SD&IV enters into a multi-year agreement with the Mexican Government to set tariffs and provide freight service into Baja California.
<i>July 14, 1989</i>	SD&IV begins repair on Desert Line as a prelude to the start of freight service to Imperial County.
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