



April 2013

Metropolitan Transit System San Diego & Arizona Eastern (SD&AE) Railway

- OWNER** San Diego Metropolitan System (MTS)
- ROUTE DESCRIPTION** Four (4) lines totaling 108 miles.
- Main Line* 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.
 - La Mesa Branch* Downtown San Diego east to City of El Cajon. Total length: 16.1 miles.
 - Coronado Branch* National City south to Imperial Beach. Total length 7.2 miles.
 - Desert Line* Extends north and east from International Border (junction called Division) to Plaster City, where it joins the Union Pacific (UP) Line from El Centro. Total length: 69.9 miles.
- TRANSIT OPERATOR** San Diego Trolley, Inc. (SDTI), a wholly subsidiary of MTS on Main Line and on the La Mesa Branch.
- Frequency* Seven (7) days a week; 4:16 a.m. to 2:00 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.
 - Patronage* 97,401 average daily riders (FY 12).
- FREIGHT OPERATOR** Private operators, San Diego & Imperial Valley (SD&IV) Railroad on three (3) lines: Main Line, La Mesa Branch, and Coronado Branch, and Pacific Imperial Railroad, Inc (PIR) on the Desert Line.
- Frequency* Provides service as needed and at night when the San Diego Trolley is not in operation.
- PASSENGER EXCURSIONS** Private operator, Pacific Southwest Railroad Museum, on the Desert Line. Weekends and holidays.
- Frequency* Weekends and holidays.

CHRONOLOGICAL HISTORY

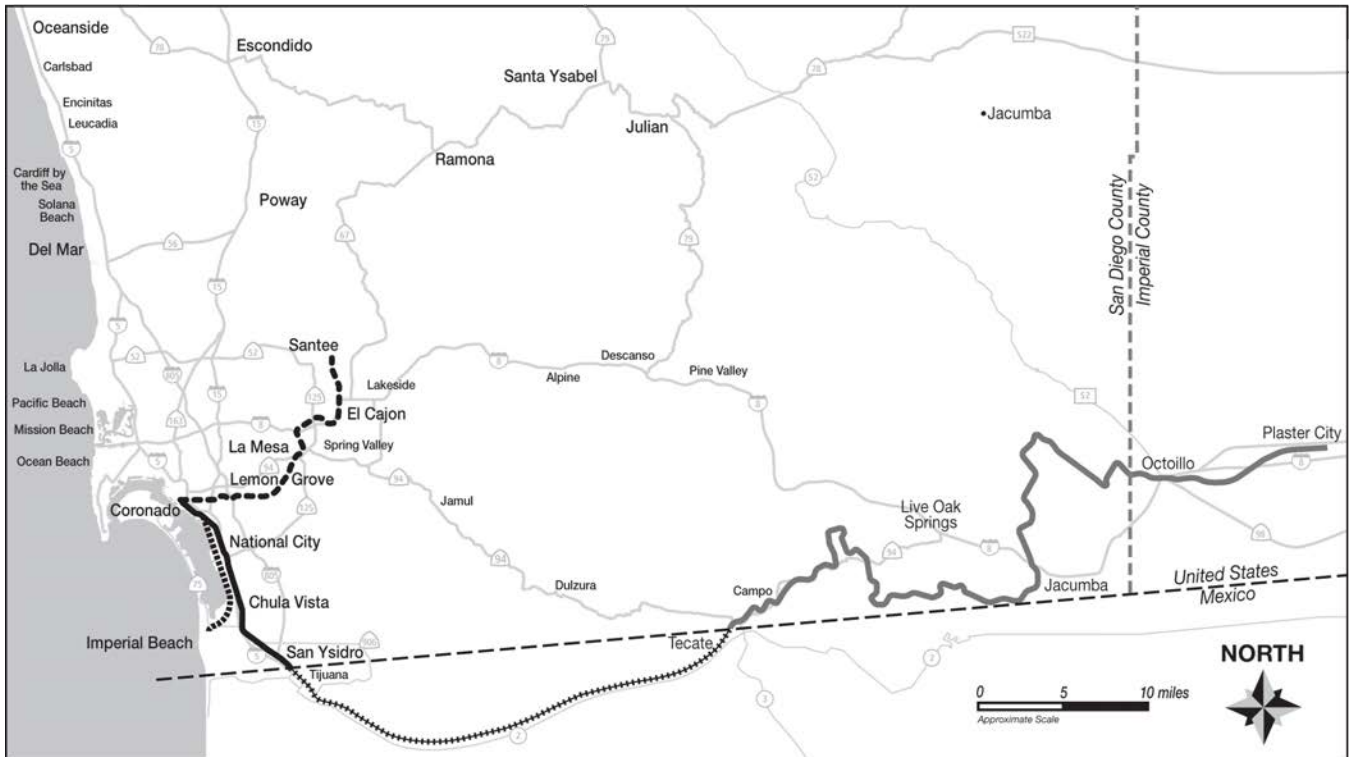
- December 14, 1906* John D. Spreckels announced he will form San Diego & Arizona (SD&A) Railway Company and build a 148-mile line between San Diego and El Centro. Spreckels has agreement with Southern Pacific (SP) to silently fund the project.
 - September 7, 1907* Groundbreaking ceremonies for SD&A are held at the foot of 26th Street (now known as Dewey Street) and Main Street.
 - 1909* 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.
 - 1911* Mexican revolutionaries mount several attacks on SD&A construction crews to conscript soldiers and supplies, and cut telephone wires.
 - 1917* 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.
 - November 15, 1919* Construction of SD&A is completed at cost of \$18 million.
 - December 1, 1919* First passenger train "arrives" in San Diego from El Centro for official grand opening.
 - 11926, 1927, 1929* Rains take out large amounts of trackage east of San Diego.
 - October 24, 1932* 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).
 - 1932* Floods, land slides, and fires close three (3) tunnels resulting in over \$600,000 in repairs.
 - January 11, 1951* SD&AE ends passenger service due to years of continued declining patronage.
 - May 20, 1970* 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.
 - September 10, 1976* Hurricane Kathleen destroys major sections of track and bridges on the Desert Line.
 - 1978* Interstate Commerce Commission (ICC) denies SP's request to abandon railway.
- (continued on reverse)

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

- August 20, 1979 MTS 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 MTS. MTS reorganizes SD&AE as a Nevada nonprofit corporation. *January 1980* Storm damages parts of SD&AE Desert Line and Ferrocarril Sonora Baja Line.
- January 1983 Mexican damage repaired, Kyle begins rail shipments between San Diego and Plaster City.
- June 18, 1983 Fire destroys two (2) bridges on Desert Line.
- March 8, 1984 MTS signs agreement with Texas firm, RailTex, to provide freight service. New service to operate as San Diego & Imperial Valley (SD&IV) Railroad.
- April 25, 1984 ICC denies Kyle's request to abandon the Railroad.
- August 9, 1984 ICC approves RailTex's application to operate freight service.
- October 15, 1984 SD&IV begins freight service.
- December 1, 1985 San Diego Railroad Museum began 16-mile roundtrip Passenger Excursion trips between Campo and Miller Creek.
- August 1, 1986 SD&IV enters into a multi-year agreement with the Mexican Government to set tariffs and provide freight service into Baja California.
- July 14, 1989 SD&IV begins repair on Desert Line as a prelude to the start of freight service to Imperial County.
- April 2003 SD&IV and MTS approve agreement with Carrizo Gorge Railway (CZRy) for freight service on the Desert Line. CZRy begins Desert Line rehabilitation.
- January 2005 CZRy officially moves freight across the Desert Line.
- October 2008 Embargo on Desert Line for moving freight pending bridge and tunnel repairs.
- October 2010 Blue Line Rehabilitation project begins- overhead catenary wire replacement.
- July 2012 Pacific Imperial Railroad (PIR) is assigned CZRy's rights and obligations on the Desert Line.
- December 2012 PIR granted new, long term operating agreement for Desert Line freight services.



- Main Line
- - - La Mesa Branch
- Coronado Branch
- Desert Line
- ++++ Mexcio Line