



In 1907 John D. Spreckels, co-founder of Spreckels Sugar, broke ground at San Diego, California, for a railroad that would give the city a direct route east. Financial backing for the San Diego & Arizona Railway came from Spreckels and from E. H. Harriman of the Southern Pacific Railroad, which sought to break the Atchison, Topeka & Santa Fe Railway's monopoly on San Diego. The route of the railroad was south across the Mexican border to Tijuana, east to Tecate via the subsidiary Tijuana & Tecate Railway, back to the U.S. and north over the Tecate Divide through Carrizo Gorge to a connection with SP at El Centro, California. In spite of revolution in Mexico and a ban on new construction during World War I, the last spike was driven in 1919. The railroad was one of the most expensive ever built in the U.S., costing almost \$19 million in 1919. In the Carrizo Gorge, the railroad crosses 14 trestles and goes through 21 tunnels in only 11 miles. From San Diego to El Centro, the railroad rises and falls over 3,700 feet.

In December 1985, the Pacific Southwest Railway Museum began operating passenger excursion trains out of their property in Campo, California, over the SD&A tracks. The museum operates the all-volunteer "Golden State," a train excursion out of Campo from the restored 1916 Campo Depot. These trains are powered by vintage diesel-electric locomotives. The museum also has several historic railroad cars and locomotives on display, including five steam locomotives, fifteen diesel locomotives, and many other pieces of rolling stock.

Operations in the Campo yard support the excursion train. Campo is west of Tecate Divide, and the greater moisture (compared to Jacumba east of the divide) is reflected in the chaparral-covered hills.



Near Campo, one of the San Diego & Arizona's many trestles.