



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 there. 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.

The grades around Tecate Divide are relatively gentle, as seen here 3 miles east of the divide near and just west of Jacumba. The Tecate Divide is part of the Pacific Crest and is the high point of the SD&A. The gentle topography on the divide is old topography that predates the uplift of the range and the younger topography of the Carrizo Gorge. The vegetation is intermediate between dryer desert to the east and chaparral to the west around Campo. The line runs just a few feet north of the Mexican border, which is marked by the 21st century Border Fence, another engineering feat.



Another view of the SD&A and the Border Fence, which someday, presumably, will become obsolete like the SD&A.



Bolted rail on the SD&A and the Border Fence.



The SD&A is crossed by a Depression-era road bridge for U.S. Highway 80, now replaced by Interstate 8 about 3 miles to the north.