

Railroad Freight Facilities

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SAN DIEGO RAIL INFRASTRUCTURE IN 2004

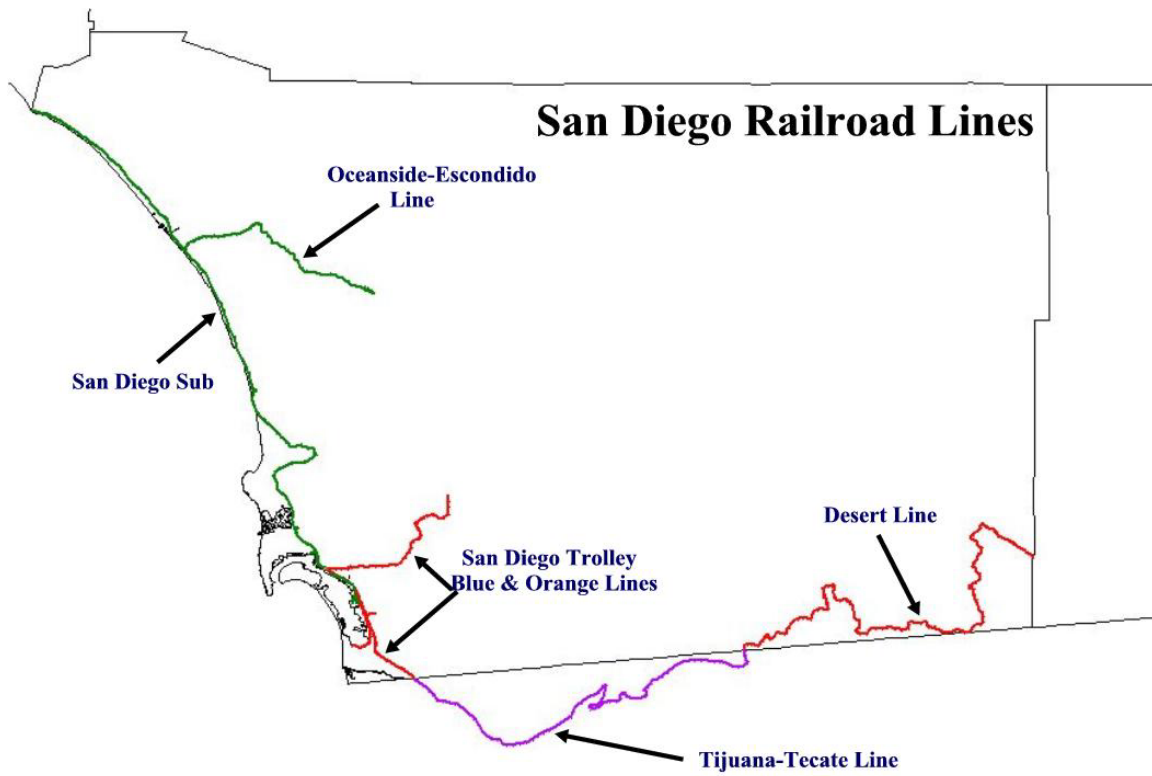
From 1919 to 1983, San Diego was served by two railroads: the Atchison, Topeka and Santa Fe (now BNSF) and the link to the Southern Pacific Railroad system by means of the San Diego & Arizona Eastern (SD&AE) Railway. The Desert Line has been in and out of service throughout its history, and closed again in 1983. Since then, the SDIV Railroad has provided freight service on the SD&AE Railway only between San Diego and Tecate, Baja California. Therefore, San Diego presently is linked to the rest of the United States via the BNSF route through Los Angeles.

The Burlington Northern Santa Fe (BNSF) and the San Diego and Imperial Valley (SDIV) railroads transport rail freight in the San Diego region. Under an agreement made as a part of the purchase of 82 miles of BNSF right-of-way within the San Diego region, BNSF maintains a freight easement over the 62 miles of coastal mainline and the 20-mile branch line between Escondido and Oceanside. The BNSF also interchanges freight with the SDIV at its yard near the 10th St. Terminal. BNSF runs approximately four freight trains per day on this route (two in each direction). This equates to 160 rail cars in the corridor per day, a relatively light volume. According to the *Marine Terminal Master Plan*, the Port of San Diego is the main generator of freight for BNSF in the I-5 corridor south of the greater Los Angeles area.

Main Line Facilities

The San Diego Northern Railroad (SDNR) extends from San Diego to the Orange County Line is primarily single track, which restricts the amount of traffic which the line can handle. The portion of the line in San Diego County is roughly 35 percent double track and 65 percent single track. The route is dispatched by a CTC system to allow train movements in excess of 79 mph. The main line track structure is 112-lb., 115-lb. and 136-lb. CWR on concrete and timber ties. This construction is sufficient for heavy axle load (HAL) railcars. Major projects under investigation include double tracks, and constructing tunnels in the Del Mar and Miramar areas. The construction of double track would relieve congestion on the line, and the tunnel construction would reduce curves and grades on the line, and upgrade the track to FRA Class 5 for high-speed passenger rail operations. Due to passenger operations on the line, the BNSF is restricted from operating freight between 5:00 AM and 11:00 AM, and between 2:00 PM and 6:00 PM. The grade northbound is 2% while the grade southbound is 2.2%,

The BNSF owns and operates the line between the 10th Street Terminal yard in San Diego and the 24th Street Terminal in National City. The line extends from MP 267.7 to MP 273.1. BNSF interchanges with SDIV at the 10th Street yard. The line has been recently upgraded by BNSF to handle the increased auto traffic from 24th street. The main line is primarily 132 lb. rail on timber ties. The location of BNSF facilities at both terminals precludes the SD&AE a direct access to either port.



The Mexican portion of the old SD&AE is owned by government of Mexico. The line is a primary customer for rail services in the area. It is presently operated by CZRY. The line is approximately 44 miles in length. There are no passenger services, but planning continues for commuter operations between Tijuana and Tecate. Freight service is presently provided between the interchange at San Ysidro with SDIV, and Tecate.

The Desert Line has recently been reopened, and a small amount of revenue traffic moved in 2005. The line extends from Division, near Campo, to Plaster City. The reopening of this line provides a connection with the Union Pacific Railroad at Seeley, CA. Excursion trains are operated by the Pacific Southwest Railroad Museum at Campo

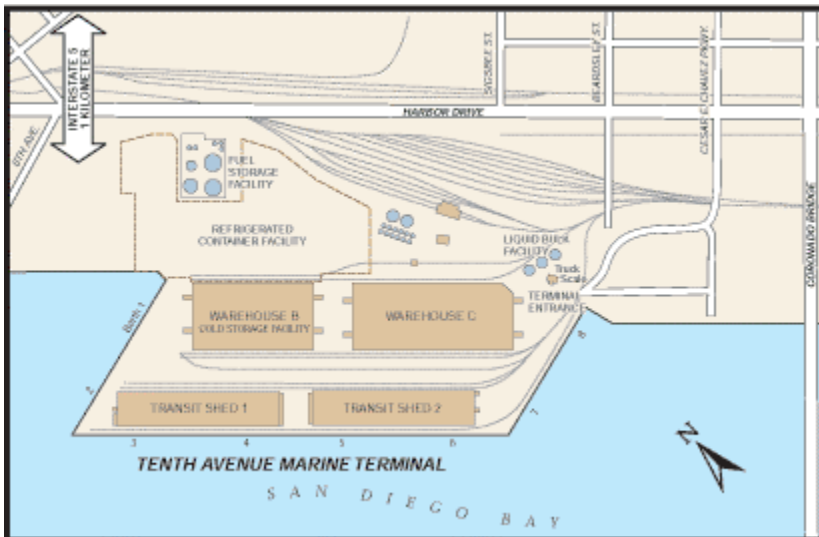
Yard Facilities



BNSF Yard Facilities

BNSF operates the 10th Ave yard that receives the manifest train from Barstow. This facility also has an automotive facility and a lumber transload site. This yard originates the local train that serves National City. Soda Ash unit trains arrive directly at the Port.

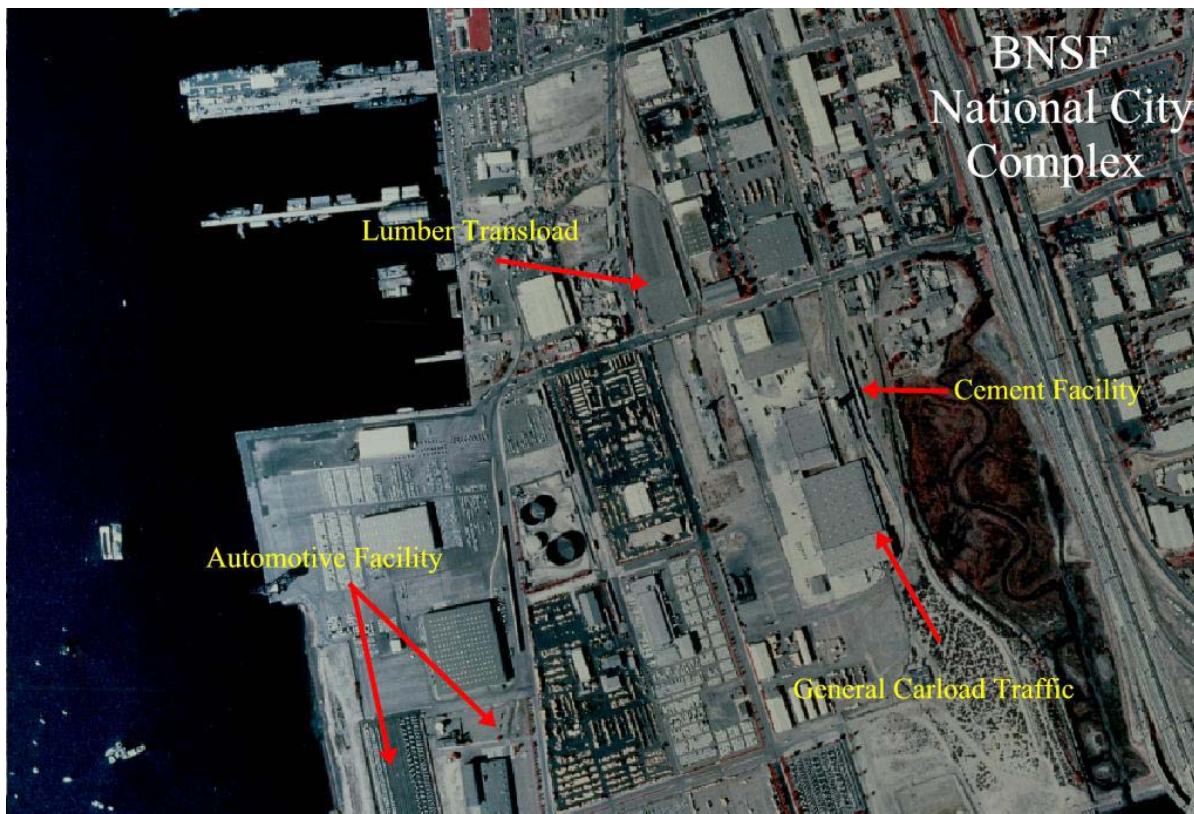
The National City site includes a 150 car auto facility, and another lumber transload site. The Riverside Cement facility is located at the south of the area. Auto unit trains go directly to National City.

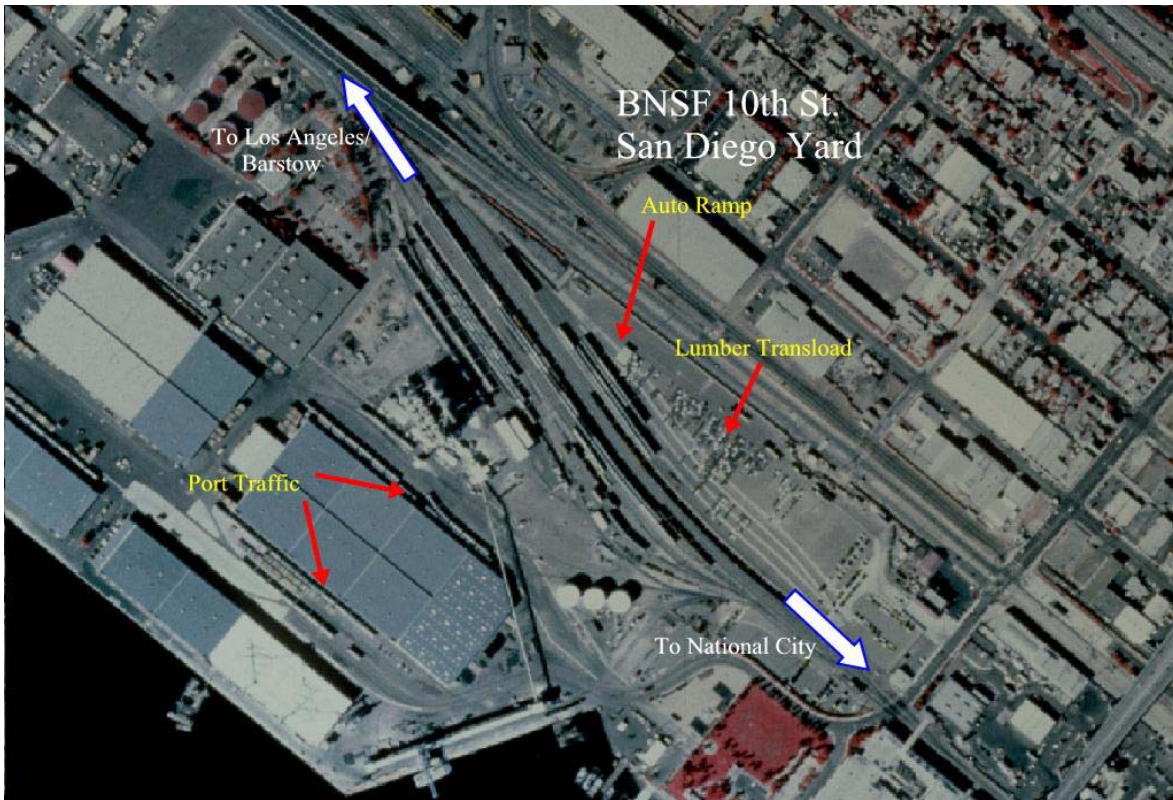


10TH AVENUE MARINE TERMINAL (SDUPD)



NATIONAL CITY MARINE TERMINAL (SDUPD)





SDIV Yard Facilities

SDIV operates two yards. The San Diego Yard has a physical capacity of 100 cars. It provides interchange with BNSF via the 10th Ave. yard, and originates the switching train that covers the El Cajon Line.

The San Ysidro Yard has physical capacity of 100 cars. It provides interchange with CZRY for the Mexican traffic at the border rail gate, and originates the switching operations for National City and Chula Vista customers. There is a transload dock for paper, along with the ability to transload pellet cars.



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