

Southern Pacific Railroad Operations 1967
Los Angeles Division
Coast and Saugus Lines

In 1967, there were two crew districts that supported train operations on the Coast Line between Los Angeles and San Luis Obispo. One pool of train and engine personnel with its home terminal based in Los Angeles operated between Southern Pacific's Los Angeles Taylor Yard and Santa Barbara. Another pool of train and engine personnel with its home terminal based in San Luis Obispo operated between San Luis Obispo and Santa Barbara. Santa Barbara was an away from home terminal for both pools.



Santa Barbara, California, May 1965. Photo by Pete Baumhefner.

By this time, the Santa Barbara Yard had diminished to just a couple of long yard tracks and the two main tracks, the eastbound (compass direction south) main and the westbound (compass direction north) main. The old freight depot located approximately three blocks east of the Santa Barbara passenger depot housed the train order operator and the crew dispatcher clerks. All freight trains stopped on either side of Anacapa Street to change

the head end crew. The rear end crew change was usually a sight to behold in that the train would still be moving slowly as the inbound rear end crew disembarked from the moving caboose and the outbound crew would board as the train was still moving. All of this was usually done without injury and the process kept the trains from blocking State Street, which was the main street of Santa Barbara.

If the outbound crew for an eastbound train was not at the freight station and not in position to safely board the train, the train order operator had a little control box that controlled an automatic block signal located west of the passenger depot. The train order operator could make that signal display "red" or "stop" and then the train would not block any crossings in Santa Barbara until the outbound crew was ready to go.

The Coast Line was dispatched by Timetable and train order. In 1968, there were four First Class Trains listed in each direction. Nos. 99, the "Coast Daylight," 75, the "Lark" 371, the "Advance Coast Merchandise West," and 373, the "Coast Merchandise West," aka the "CMW," in the westbound direction, and Nos. 98, the "Coast Daylight," 76, the "Lark," 372, the "Advance Coast Merchandise East," and 374, the "Coast Merchandise

East,” aka the “CME,” in the eastbound direction. Four eastbound Second Class Trains were listed, Nos. 830, 832, 834, and 836. Four westbound Third Class Trains were listed, Nos. 829, 831, 833, and 835.



Santa Susana, California station building. Pete Baumhefner photo.

Open train order offices supporting the movement of trains on the Coast at this time included Burbank Junction, Santa Susana (daylight agent only), Oxnard, Ventura (Daylight Agent only), Santa Barbara, Goleta (daylight agent only), Surf, Guadalupe, Oceano (daylight agent only) and San Luis Obispo. Personnel at Gemco, where the large General Motors Van Nuys assembly plant was located, could also copy train orders for the various locals and switch engines working at or near that location. There was actually a train order post where orders could be hung for train crews to pick up along the main track, but the office was inconveniently located 12 tracks away on the other side of the yard away from the main track.

San Luis Obispo had a small yard where eastward trains from the Western Division or westward trains from the Los Angeles Division could be yarded and held for a rested outbound crew. As late as the mid 60's a yard engine switched trains at San Luis Obispo, getting cars out of trains for Oceano, Bromela, Callender, Guadalupe, and Surf. A local train went on duty at Guadalupe and switched various perishable warehouses at Oceano and Guadalupe. It also operated from Guadalupe west to San Luis Obispo, picked up cars for the industries located between San Luis Obispo and Guadalupe and returned to Guadalupe. The Santa Maria Valley Railroad (SMV) interchanged with the Southern Pacific at Guadalupe. A large sugar factory was located on the SMV in Betteravia, a few miles east of Santa Maria, California. During late spring through late summer, solid sugar beet trains from the Imperial Valley operated from El Centro to Guadalupe where they were interchanged to the SMV. At other times of the year, sugar beets were shipped to this factory from Northern California origins. The SMV also originated other perishable loads that were interchanged to the Southern Pacific at Guadalupe. Guadalupe also had a small yard that supported the freight moving in the area and the interchange to the SMV.

A large oil refinery was located along the Coast Line at Callender. Oil and coke by-products were generated at this facility.

Further east on the Coast a spur track was built to support the movement of rocket boosters and propellant used at Vandenberg Air Force Base (now Vandenberg Space

Force Base). This connection near the siding of Tangair was also used to bring cement cars into the base supporting the development of a 10,000-foot runway to land the space shuttle.



A Los Angeles Division hi-rail vehicle at Surf, California. Photo by Pete Baumhefner.

At Surf, California the railroad started to hug the beautiful California coastline. The proximity to the coastline extended from Surf for nearly 50 miles to siding Capitan, where the railroad began to lay inland a couple of miles from the coastline. This portion of the Coast Line was by far one of the, if not the most, beautiful areas on the entire Southern Pacific. At times, when a rocket launch was scheduled from Vandenberg, the railroad had to be shut

down temporarily to protect against any failure or purposeful detonation of a rocket failing upon launch. An assistant trainmaster, paid for by the Air Force, was assigned at Surf to coordinate with the Air Force on rocket launches and train operations.

The Lompoc Branch originated at Surf and connected to the White Hills Branch serving a couple of large diatomaceous earth plants. A local train was assigned at Surf to serve these plants that generated 10-20 cars of diatomaceous earth per day.

East of Surf, between the sidings of Honda and Sudden, an additional station named South Vandenberg served the south side of the Vandenberg Air Force Base. A couple of spur tracks here supported the movement of rocket propellant and other materials for the various launches from Vandenberg.

The Ojai Branch (later renamed the Ventura Branch) connected to the main track just west of Ventura at Ventura Junction. In the early to late 60s, this branch extended 20 miles up the Ventura River canyon to Ojai, California, a resort, and citrus growing area. Later most of it was abandoned between Ojai and Ventura Junction, except for a 5-mile stretch serving a Shell Oil facility just north of Ventura called Nitroshell.

At Montalvo, California, the original Coast Line, now named the Santa Paula Branch, connected to what is the actual second route built by Southern Pacific to reach Los Angeles. The first route continued inland at Montalvo and traversed through Saticoy, Santa Paula, Fillmore, and Piru before reaching Saugus and connecting with the Saugus

Line at that point. The second route to Los Angeles, completed in 1904, continued east from Montalvo to Oxnard, Moorpark, Santa Susana, through the Santa Susana mountains in three tunnels, through the San Fernando Valley, and connected to the Saugus Line at Burbank Junction.



A crewman on the head end of SP 9318 grabbing train orders at Oxnard, California in 1978. Jim Atkins photo.

A moderate sized support yard was constructed at Oxnard and the railroad made it the primary location to support all the business between Goleta and Santa Susana. Many local assignments were headquartered at Oxnard and served all customers on the mainline between La Patera, California (west of Santa Barbara) and Santa Susana, along the Santa Paula Branch between Montalvo and Piru and the local industries immediately adjacent to the Oxnard Yard. The Ventura County Railroad (VCR) connected with the Southern Pacific at Oxnard. The VCR supported Port Hueneme and other industries located along its line between Port Hueneme and Oxnard. During peak citrus harvest time solid trains of perishable citrus (lemons and oranges) originated Oxnard and operated east to Tucumcari or East St. Louis on the Southern Pacific.

The route between Oxnard and the San Fernando Valley followed small creeks and fertile farmland until it reached the Santa Susana mountains which provided a large, but short distance obstacle. The longest tunnel on the Coast Line, tunnel 26 at over 7,000 feet, was located a few miles east of the station Santa Susana. Two additional shorter tunnels were necessary to provide passage through the Santa Susana mountains and gain access to the west end of the San Fernando Valley near Chatsworth.

An additional station named Hasson, located between Santa Susana and the west portal of tunnel 26, supported the movement of rare helium cars that provided fuel for rocket motor testing at various sites in the Santa Susana mountains.

At Chatsworth, the west end of the Burbank Branch connected to the mainline. Many industries were located along the mainline of the Coast Line between Chatsworth and

Burbank Junction, as well as along the mainline of the Burbank Branch. Home building in the San Fernando Valley was occurring at a rapid pace in the 1950s and 60s and as a result, many lumber companies were supported by the Southern Pacific.



A portion of Southern Pacific's yard and other facilities at Gemco. Note the switch engines in the left hand area of the picture. Photo by Pete Baumhefner

Gemco, located between sidings Hewitt and Chatsworth near Van Nuys, California, had a medium sized railyard that supported the General Motors Van Nuys production facility, the Anheuser-Busch brewery, the Joseph Schlitz brewery, and many other San Fernando Valley customers of the Southern Pacific. Six to eight road switcher assignments went on duty at Gemco on a daily basis switching the GM plant and the

surrounding area. Taylor Yard in Los Angeles originated twice daily trains destined Gemco named "Chatsworth Haulers" that brought auto parts, empty tri-levels for loading of finished automobiles, grain, lumber, and many other commodities for the rapidly growing San Fernando Valley.

A large Lockheed Aircraft plant was located just west of Burbank Junction that was served by the Burbank Switcher that originated at Los Angeles Taylor Yard. Production at this facility was rapidly declining in the mid-1960s as Lockheed moved most of its production to other areas of the country. A spur track to the plant came off the Coast siding near Burbank Junction.

Burbank Junction was the railroad junction of two major routes, the Coast Line and the Saugus Line, which continued to Palmdale, Mojave and Bakersfield, California. It was also the beginning of the Burbank Branch that extended through the San Fernando Valley on a parallel route to the Coast Line, located only approximately 2-3 miles geographically south of the Coast Line. The Burbank Branch served many lumber yards and other Southern Pacific customers near stations North Hollywood, Van Nuys, Tarzana, Reseda, and Canoga Park before meeting the Coast Line again at Chatsworth. The Burbank local originated at Taylor Yard Los Angeles and served all customers on the Burbank Branch prior to returning to Taylor Yard.

Double track (D-251 territory by rule at this time) provided for the movement of trains between Los Angeles Taylor Yard and Burbank Junction. Westward trains approaching Burbank Junction on the westward main track destined to the Coast Line operated

through a power crossover to gain access to the Coast Line, while Saugus Line trains continued straight. A wooden two-story interlocking tower was situated on the geographic north side of the tracks at Burbank Junction. The tower's interlocking/train order operators operated switches and signals controlling the movement of trains through



Looking west at Burbank Junction, 1967. Photo by Pete Baumhefner.

Burbank Junction. Eastward trains operating from the Saugus Line toward Los Angeles would operate through a power crossover to gain access to the eastward main track toward Los Angeles. Prior to 1967, a siding just west of Burbank Junction existed on the Saugus Line. This siding was removed and replaced with a Coast Line siding after a major derailment of the "Smokey Valley" perishable train in December 1966 occurred right in front of the Burbank Junction tower. After the derailment, the old Armstrong lever control system operating switches and signals at Burbank Junction was replaced with more modern electric circuits. Eventually, the old wooden tower was replaced with a "modern" steel shanty placed directly under the Burbank Blvd. overpass. The old lever operated interlocking circuits were replaced with a "modern" CTC type machine and an extra set of power crossovers were added about 1.5 miles east of Burbank Junction at Allen Avenue.

The added power crossovers assisted the capability of the Burbank Junction interlocking operator to hold and sort trains for Los Angeles Taylor Yard when multiple trains were arriving that needed to be yarded at Taylor Yard.



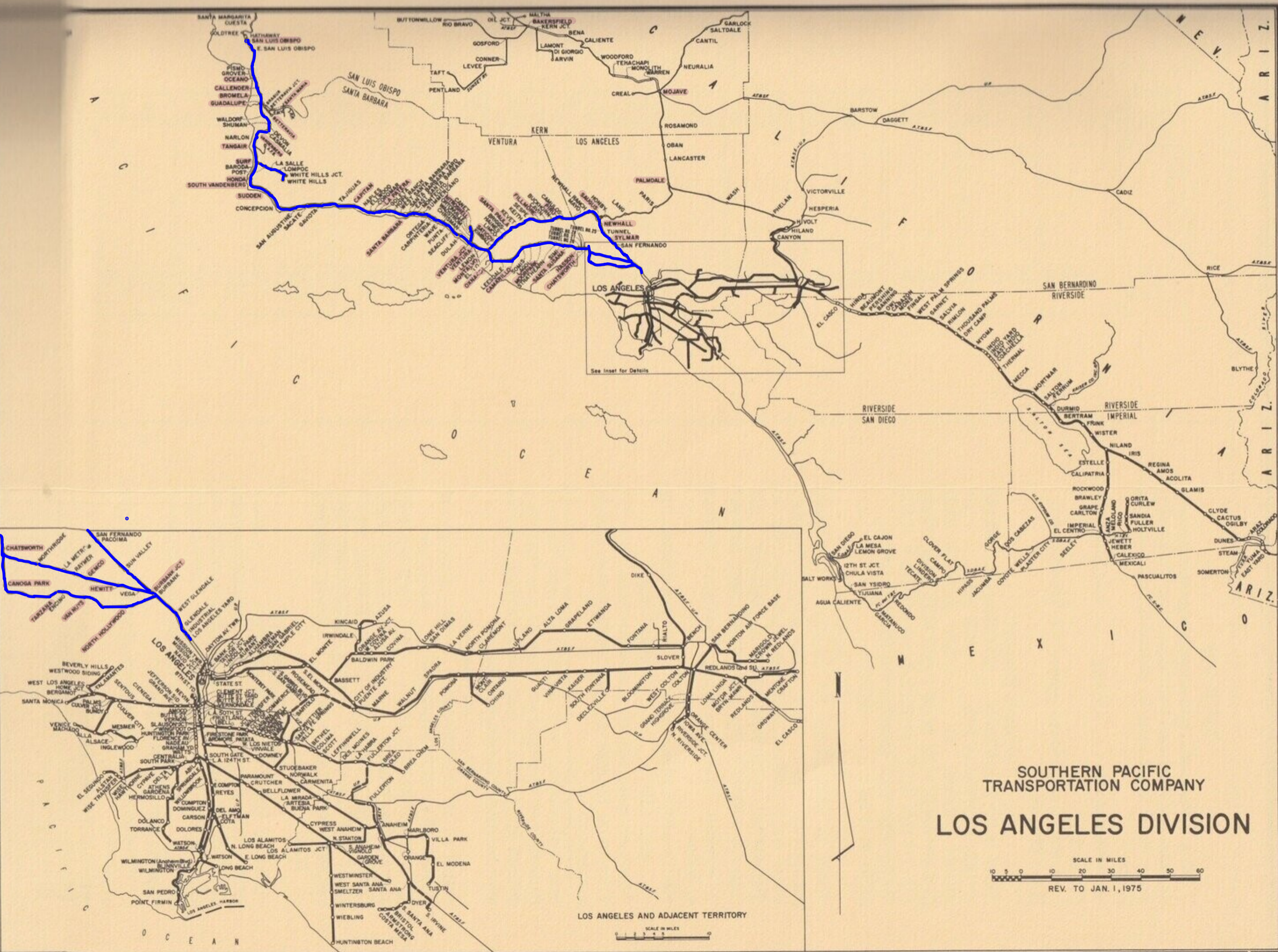
Saugus station building interior with small interlocking board. Dr. Bruce Jones photo.

The Saugus Line continued as a portion of the Los Angeles Division running west from Burbank Junction through the San Fernando Valley to Saugus, California, where it became the responsibility of the San Joaquin Division. One crew district supported the movement of through trains on this line between Los Angeles and Bakersfield. Sidings were located at Sun Valley, Sylmar, Newhall, and Saugus. Saugus had an eastward and a westward siding and was equipped with a small interlocking plant. The interlocking/train order operator at Saugus operated power switches and signals located

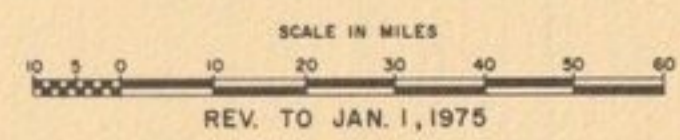
at the east end of the westward siding at Saugus and at the west end of the Newhall siding. The west end of the westward siding at Saugus and the east end of the Newhall siding were equipped with spring switches. This arrangement allowed the San Joaquin Division dispatcher to make meets, with the help of the Saugus interlocking operator, at Newhall and Saugus where trains did not have to stop and line switches to enter or depart the sidings. San Fernando, located between Sun Valley and Sylmar, was an open train order office at this time as well, staffed with an agent during the daylight hours and train order operators the remainder of the day and night. San Fernando also had a short siding that was used for storage of overflow railcars destined the large Certified Grocers warehouse located very near the station. A local train was assigned at San Fernando to switch customers located between Burbank Junction and Sylmar. The Saugus Local, which originated at Southern Pacific's Los Angeles Yard, which was also called the Taylor Yard (Los Angeles Taylor Yard) in this period in time, hauled cars from Los Angeles to San Fernando and then went on to Saugus where it switched a couple of local industries prior to returning to San Fernando, picking up cars destined Los Angeles and beyond, and finally returning to Los Angeles Taylor Yard. Former smaller sidings that had now become storage tracks listed as additional stations were located at Pacoima.

Heading east from Burbank Junction, the combined Coast and Saugus route was double track D-251 territory through Glendale all the way to Mainline Tower at the midpoint of Los Angeles/Taylor Yard. Yard engines and crews from Los Angeles Taylor Yard served the customers located between Burbank Junction and Los Angeles Taylor Yard. Los Angeles Taylor Yard was the primary classification facility for Southern Pacific in the Los Angeles area until West Colton was built in the early 1970s. In 1967, it was bustling with activity in its major components of A-Yard, usually the arrival area for trains; the Bowl, where railcars were classified into specified destinations; and the C-Yard which was the primary departure yard. A local yard was also configured within the depths of the yard where the various locals originated to serve the many industrial areas existing at the time in and around Los Angeles Taylor Yard. Los Angeles Taylor Yard also included "outside" yards where additional specific destination railcars were further sorted for distribution in the Los Angeles Basin. These included the Links, the Bullring, the Cornfield, J-Yard, and K-Yard.

Dayton Avenue Tower was a large interlocking tower located at the east end of Los Angeles Taylor Yard where many tracks converged into various routes and entries or exits into and out of Taylor Yard. Interlocking limits controlled by Dayton Tower extended from Mainline Tower to Mission Tower, a Santa Fe interlocking tower located just outside Los Angeles Union Passenger Terminal.



SOUTHERN PACIFIC
TRANSPORTATION COMPANY
LOS ANGELES DIVISION



LOS ANGELES AND ADJACENT TERRITORY

SANTA BARBARA SUBDIVISION

SANTA B...

EASTWARD

WESTWARD

| SECOND CLASS | | | | FIRST CLASS | | Mile Post Location |
|--------------|--------------|-------------|-------------|--------------|--------------------|--------------------|
| 836 | 834 | 832 | 830 | 12 | 374 | |
| Freight | Freight | Freight | Freight | Passenger | C. M. E. | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Lv. Daily Ex. Mon. | |
| PM 10.00 | PM 5.55 | PM 3.00 | AM 2.50 | PM 1.45 | AM 2.02 | 252.1 |
| 10.06 | 6.01 | 3.06 | 2.56 | 1.51 | 2.08 | 254.8 |
| 10.20 | 6.15 | 3.19 | 3.10 | 2.05 | 2.22 | 264.2 |
| | | | | | | 265.9 |
| 10.27 | 6.22 | 3.26 | 3.17 | 2.11 | 2.29 | 269.9 |
| 10.34 | 7.00 | 3.34 | 3.48 | 2.17 | 2.36 | 276.5 |
| 10.39 | 7.04 | 3.38 | 3.52 | 2.21 | 2.40 | 280.7 |
| 10.47 | 7.12 | 3.46 | 4.00 | 2.29 | 2.48 | 286.5 |
| 10.56 | 7.21 | 3.55 | 4.09 | 2.37 | 2.57 | 293.2 |
| 11.01 | 7.26 | 4.00 | 4.14 | 2.41 | 3.02 | 297.2 |
| 11.08 | 7.33 | 4.07 | 4.50 | 2.48 | 3.09 | 302.7 |
| 11.14 | 7.42 | 4.13 | 4.56 | 2.54 | 3.15 | 307.9 |
| 11.25 | 7.53 | 4.24 | 5.07 | 3.05 | 3.26 | 317.3 |
| 11.35 | 8.03 | 4.34 | 5.17 | 3.15 | 3.36 | 325.3 |
| 11.46 | 8.14 | 4.45 | 5.28 | 3.26 | 3.47 | 334.8 |
| PM 11.51 | 8.19 | 4.50 | 5.33 | 3.31 | 3.52 | 339.4 |
| AM 12.03 | 8.31 | 5.02 | 5.45 | 3.42 | 4.04 | 349.9 |
| 12.16 | 8.44 | 5.15 | 5.58 | 3.54 | 4.17 | 362.8 |
| 12.22 | 8.50 | 5.21 | 6.04 | 4.00 | 4.23 | 368.5 |
| 12.25 | 8.53 | 5.24 | 6.07 | s 4.07 | 4.26 | 370.7 |
| 12.29 | 8.57 | 5.28 | 6.19 | 4.11 | 4.30 | 371.9 |
| 12.41 | 9.04 | 5.35 | 6.26 | 4.18 | 4.37 | 377.3 |
| 12.46 | 9.09 | 5.40 | 6.31 | 4.23 | 4.42 | 381.2 |
| 12.55 | 9.18 | 6.07 | 6.40 | 4.32 | 4.51 | 388.6 |
| | | | | | | 397.3 |
| 1.08 | 9.31 | 6.20 | 6.53 | 4.43 | 5.04 | 398.2 |
| | | | | | | 403.2 |
| 1.19 | 10.15 | 6.31 | 7.30 | s 4.56 | 5.15 | 407.8 |
| 1.29 | 10.24 | 6.40 | 7.40 | 5.04 | 5.24 | 416.6 |
| 1.40 | 10.35 | 6.51 | 7.51 | 5.13 | 5.35 | 427.1 |
| 1.52 | 10.59 | 7.02 | 8.02 | 5.23 | 5.46 | 437.5 |
| 2.02 | 11.09 | 7.21 | 8.12 | 5.33 | 5.56 | 445.5 |
| | | | | | 6.07 | 455.5 |
| 2.16 | 11.23 | 7.35 | 8.26 | 5.47 | 6.10 | 458.4 |
| 2.21 | 11.28 | 7.40 | 8.31 | 5.52 | 6.15 | 462.7 |
| | | | | | | 471.6 |
| | | | | s 6.02 | | 477.1 |
| 2.45 AM | 11.55 PM | 8.05 PM | 8.55 AM | | | 478.5 |
| | | | | | 6.35 AM | 480.7 |
| | | | | | | 481.9 |
| | | | | | | 482.2 |
| | | | | 6.25 PM | | 482.8 |
| Arrive Daily | Arrive Daily | Ar. Daily | Ar. Daily | Arrive Daily | Ar. Daily Ex. Mon. | |
| 836 | 834 | 832 | 830 | 12 | 374 | |

| STATIONS | | Station Number | Distance from Los Angeles |
|--|-------------------|----------------|---------------------------|
| SIDING CAPACITIES AND FACILITIES | | | |
| Automatic Block Signal System | | | |
| Yd. Lmts. TO-R SAN LUIS OBISPO BKPQ DT | | | |
| EAST SAN LUIS OBISPO | | | |
| 6308 | GROVER | P | 34000 |
| 1782 | OCEANO | P | 34005 |
| 5850 | CALLENDER | P | 34016 |
| 5556 | GUADALUPE BKPQ | | 34019 |
| 4035 | WALDORF | P | 34024 |
| 4287 | DEVON | P | 34024 |
| 6218 | NARLON | P | 34040 |
| 5511 | TANGAIR | PY | 34040 |
| 8050 Yd. Lmts. TO | SURF | PYQ | 34105 |
| 6725 | HONDA | P | 34114 |
| 5818 | SUDDEN | P | 34123 |
| 8126 | CONCEPCION | P | 34130 |
| 5114 | SACATE | P | 34130 |
| 3966 | GAVIOTA | P | 34130 |
| 4964 | CAPITAN | P | 34140 |
| 5720 | GOLETA | P | 34310 |
| WEST SANTA BARBARA BKPQ DT | | | |
| TO SANTA BARBARA | | | |
| EAST SANTA BARBARA | | | |
| 5168 | ORTEGA | P | 34321 |
| 1782 | CARPINTERIA | P | 34329 |
| 5045 | SEACLIFF | P | 34342 |
| Yd. Lmts. A-PB Yd. Lmts. | | | |
| VENTURA JCT. | | | |
| 5600 | VENTURA | P | 34342 |
| MONTALVO | | | |
| 6700 | OXNARD BKPQ | | 34347 |
| 5544 | CAMARILLO | P | 34416 |
| 4912 | MOORPARK | P | 34416 |
| 7108 | SANTA SUSANA | P | 34435 |
| 4058 | CHATSWORTH | YP | 34435 |
| Yard Limits | | | |
| GEMCO KPQ | | | |
| 4991 | HEWITT | P | 34450 |
| 5300 | BURBANK JCT. KIPQ | | 35000 |
| TO-R LOS ANGELES YD. BKYPQ | | | |
| DAYTON AVE. TOWER | | | |
| EAST BANK JCT. | | | |
| MISSION TOWER | | | |
| LOS ANGELES BKIYP | | | |
| (221.8) | | | |

| FIRST CLASS | | THIRD CLASS | | | |
|--------------|-------------------------|--------------|--------------|--------------|--------------|
| 13 | 373 | 829 | 831 | 833 | 835 |
| Passenger | C. M. W. | Freight | Freight | Freight | Freight |
| Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| PM 2.35 | PM 11.20 | AM 8.45 | PM 3.00 | PM 8.55 | AM 4.25 |
| 2.29 | 11.10 | 8.39 | 2.52 | 8.48 | 4.15 |
| 2.17 | 10.57 | 8.26 | 2.39 | 8.35 | 4.02 |
| | | | | | |
| 2.11 | 10.50 | 8.19 | 2.32 | 8.28 | 3.55 |
| 2.00 | 10.43 | 8.12 | 2.25 | 8.21 | 3.48 |
| 1.56 | 10.39 | 8.08 | 2.21 | 8.17 | 3.14 |
| 1.48 | 10.31 | 8.00 | 2.05 | 8.09 | 3.06 |
| 1.40 | 10.22 | 7.51 | 1.56 | 8.00 | 2.57 |
| 1.36 | 10.17 | 7.46 | 1.51 | 7.55 | 2.42 |
| 1.30 | 10.10 | 7.39 | 1.44 | 7.48 | 2.35 |
| 1.24 | 10.04 | 7.33 | 1.38 | 7.42 | 2.02 |
| 1.13 | 9.53 | 7.22 | 1.27 | 7.31 | 1.51 |
| 1.03 | 9.43 | 7.12 | 1.17 | 7.21 | 1.41 |
| 12.52 | 9.32 | 7.01 | 1.06 | 7.10 | 1.30 |
| 12.47 | 9.27 | 6.56 | 1.01 | 7.05 | 1.25 |
| 12.36 | 9.15 | 6.45 | 12.49 | 6.54 | 1.14 |
| 12.24 | 9.02 | 6.32 | 12.36 | 6.41 | 1.01 |
| 12.18 | 8.56 | 6.26 | 12.30 | 6.35 | 12.55 |
| s 12.15 | 8.53 | 6.23 | 12.27 | 6.32 | 12.52 |
| 12.08 | 8.49 | 6.19 | 12.23 | 6.28 | 12.48 |
| 12.01 PM | 8.42 | 6.12 | 12.16 | 6.21 | 12.41 |
| 11.55 AM | 8.37 | 6.07 | 12.11 | 6.16 | 12.36 |
| 11.46 | 8.28 | 5.58 | 12.02 PM | 6.07 | 12.27 |
| | | | | | |
| 11.35 | 8.16 | 5.45 | 11.49 AM | 5.45 | 12.14 |
| | | | | | |
| s 11.25 | 8.05 | 5.34 | 11.38 | 5.34 | 12.03 AM |
| 11.15 | 7.56 | 5.24 | 11.28 | 5.24 | 11.23 PM |
| 11.06 | 7.45 | 5.12 | 11.17 | 5.13 | 11.12 |
| 10.56 | 7.32 | 4.59 | 11.05 | 4.59 | 10.59 |
| 10.46 | 7.21 | 4.48 | 10.54 | 4.48 | 10.48 |
| 10.36 | 7.10 | | | | |
| 10.33 | 7.05 | 4.34 | 10.40 | 4.34 | 10.34 |
| 10.28 | 7.00 | 4.29 | 10.35 | 4.29 | 10.29 |
| s 10.21 | | | | | |
| | | 4.00 AM | 10.10 AM | 4.00 PM | 10.00 PM |
| | 6.10 PM | | | | |
| 10.05 AM | | | | | |
| Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| 13 | 373 | 829 | 831 | 833 | 835 |



Camarillo station building, 1965. Camarillo was located between Moorpark and Oxnard. Pete Baumhefner photo.