

Missouri Pacific – Memphis passenger train service – operational details

In March 1960, MP operated two sets of trains to Memphis. Trains 201-202 operated Little Rock-Memphis, carrying two 14-4 sleepers (Memphis Houston and Memphis-Fort Worth), a Memphis-Fort Worth coach, and a Memphis-Little Rock coach. Sleepers on #202 remained open for occupancy at Memphis Union Station until 7:30am (train arrival time was 6am). #201 carried two head-end cars on rear of train from Memphis to facilitate switching at Little Rock. (See note.)

Trains 219-220 operated between Hot Springs, Little Rock and Memphis, carrying Memphis-Fort Worth coaches (via #7-8 south of Little Rock) and a Memphis-Hot Springs grill coach and coaches.

#202 LV LRK 240am, AV MFS 600am.

#219 LV MFS 800am, avLRK 1105am, lvLRK 1120am, av HSN 1245pm

#220 LV HSN 200pm, avLRK 325pm, lvLRK 350pm, av MFS700pm

#201 LV MFS 830pm, av LRK 1130pm

Passenger Train Consists

(from Arkansas Division, Hoxie Subdivision Dispatcher Train Sheet)

Sunday March 13, 1960

Train 202

MP	8021	PA3
MP	8007	PA1
MP	700	baggage LW
MP	713	baggage mail LW
MP	86169	express box
MP	4223	baggage HW
MP	4158	baggage HW
MP	6572	divided coach HW
MP	867	divided coach LW
Eagle Beach		T&P 14-4 sleeper LW
Alpine Meadow		UP 14-section sleeper LW
Eagle Watch		T&P 14-4 sleeper LW
Alpine Camp		UP 14-section sleeper LW
Alpine Lodge		UP 14-section sleeper LW

Train 220

MP	8021	PA3
MP	8007	PA1
TP	630	baggage-express
MP	88309	express box
MP	4240	baggage HW
MP	207	
MP	6178	coach HW
MP	6560	divided coach HW
MP	6415	grill coach HW

Train 219

MP	8021	PA3
MP	8007	PA1
Alpine View		UP 14-section sleeper LW
Alpine Peak		UP 14-section sleeper LW
MP	86155	express box
MP	4203	baggage HW
MP	4218	baggage HW
MP	6178	coach HW
MP	6560	divided coach HW
MP	6415	grill coach HW

Train 201

MP	8021	PA3
MP	8007	PA1
MP	4158	baggage HW
MP	2072	mail storage
MP	4263	baggage HW
MP	6572	divided coach HW
MP	867	divided coach LW - to #1-FTW
MP	Eagle Beach	T&P 14-4 sleeper LW - to #1
MP	Eagle Watch	T&P 14-4 sleeper LW - to #21
MP	713	baggage mail LW - to #21
MP	700	baggage LW to - #1

Saturday March 26, 1960

Train 202

MP	8036	PA3
MP	8018	PA2
MP	711	mail storage LW from #2
MP	300	baggage LW from #22
MP	199	
MP	4240	baggage HW
MP	6564	divided coach HW
MP	865	divided coach LW (from FTW)
Eagle Dam		14-4 sleeper (from FTW)
Eagle Knob		14-4 sleeper (from HOU)

Train 219

MP	8036	PA3
MP	8018	PA2
Silver Cedar		CB&Q 16-section sleeper LW
PRR	9817	
TP	1710	box express
MP	4220	baggage HW
TP	1150	
MP	6306	coach HW
MP	6566	divided coach HW
MP	6415	grill coach HW

Train 220

MP	8036	PA3
MP	8018	PA2
MP	88310	express box
MP	4204	baggage HW
MP	2073	mail storage HW
MP	6306	coach HW
MP	6566	divided coach HW
MP	6415	grill coach HW

Train 201

MP	8036	PA3
MP	8018	PA2
MP	86168	express box
MP	239	baggage HW
MP	4169	mail storage HW
MP	6564	divided coach HW
Eagle Dam		14-4 sleeper
Eagle Knob		14-4 sleeper
MP	300	baggage LW
MP	711	mail storage LW

The handling of express-mail cars on rear of #201 caused passengers to have to walk past two baggage cars before reaching passenger cars at Memphis Union Station, but the arrangement greatly facilitated switching at Little Rock. #201 arrived Little Rock at 1130pm, with a total of 5 cars for two different trains. MP #21, the South Texas Eagle, arrived at 1155pm (due out at 1210am) and one of the station switchers would quickly add the Memphis-Houston sleeper and one of the express cars to the rear of this train. At the same time, West Texas Eagle train #1 arrived at 12:05am (due out at 12:25am.) It was necessary to first remove a cut of three sleepers from the rear of #1, cars destined for Shreveport, El Dorado and Lake Charles. The Fort Worth coach and sleeper from Memphis, along with the Memphis express car, was then added to the rear of #1, with the Shreveport and El Dorado sleepers then returned to #1 behind the Memphis express car. These cars would be dropped downline at Gurdon (for El Dorado) and Hope (for Shreveport via the L&A) respectively. Between Little Rock and Gurdon/Hope, these two rear Pullman cars were separated from the rest of the train by the Memphis express car.