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N de M Pullman cars operating on the Texas Eagle

When the Texas Eagle was inaugurated in August 1948, no cross-border operation of the new streamlined equipment was planned. Service to Mexico City was maintained with the Aztec Eagle, but a cross platform change of trains was required in San Antonio for both coach and Pullman passengers. The Aztec Eagle originally carried several heavyweight Pullmans, a MP dining-lounge car and several coaches, all heavyweight equipment and all operating only between San Antonio and Mexico City. Later, streamlined sleepers owned by the National Railways of Mexico (NdeM) replaced the MP heavyweight Pullman cars, but a transfer between cars was still required at San Antonio.

In April 1962, the San Antonio-Laredo-Mexico City Pullman line was extended to operate through from St. Louis to Mexico City. The Pullman Company designated this operation as line as 3300 between St. Louis and Laredo and line 3848 between Nuevo Laredo and Mexico City. When first opened, the line was filled with 10 roomette-6 double bedroom cars supplied by MP and by 10 roomette-5 double bedroom cars supplied by National Railways of Mexico. In late 1964 the Mexican cars were replaced with more modern 10-6 sleeping cars matching the capacity of the MP cars.

The NdeM cars were quite obvious in the train consist, whether one was viewing from outside or inside the train. Outside, the cars had a dark green or brown appearance (depending on weathering) with gold lettering and a red stripe, in contrast to the remainder of the train which was painted in standard Jenks blue. Inside, these cars were outfitted as traditional Pullman cars, finished in subdued interior colors with heavy curtains at the roomette doors, but all signage (QUIET, Dining Car in Opposite Direction, etc.) was in Spanish.

Placement of these cars in the train was dictated by switching requirements en route at Little Rock, Longview and Palestine. This position changed over the years as the number of through cars changed, and it also differed in northbound versus southbound trains. The Mexico City sleeper continued to operate until all Pullman operations on the Missouri Pacific ended on December 31, 1968.

The exact number of MP and NdeM sleeping cars assigned to the line at any given time has not been determined. A sampling of cars assigned at various times has been compiled from dispatcher train sheets and conductor log books. These lists are not complete, but merely a snapshot of some of the cars that operated on the Texas Eagle during the time periods noted.

July 1963:

NdeM: Mar de Liguria, Mar del Norte.

MP: Eagle Butte, Eagle Chasm, Roaring River



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November 1963:

NdeM: Mar De China, Mar de Java, Mar De Marmara, Mar del Norte, Mar de Plata

MP: Canyon River, Crystal River, Eagle Chasm, Roaring River

July 1966:

NdeM: Finlandia, Hungria, Islandia, Rumania

MP: Eagle Butte, Eagle Chasm, Crystal River, Elk River, Roaring River,

December 1966:

NdeM: Alemania, Finlandia, Hungaria, India, Islandia



MP Train #2 at San Antonio, July 21, 1968. This was a fairly typical arrangement with 3 coaches immediately behind the head end cars, a diner lounge, a 14-4 sleeper filling the St. Louis-San Antonio line, and the 10-6 sleeper from Mexico City added on the rear of the train. The Mexico City Pullman was carried between San Antonio and Mexico City in the *Aztec Eagle*. Photo by Murrel Hogue.

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