



KATY FLYER

Coach – Stabled at Council Bluffs

The *Katy Flyer* was built by American Car & Foundry in 1953 as 44-seat coach No. 5468. It was renamed the *Katy Flyer* in 1993.

In 1896, the Missouri Kansas & Texas Railroad announced the inauguration of the Katy Flyer, with service between St. Louis, Mo., and southwest Texas. By 1905, “The Fast Train to St. Louis” raced between Galveston, Texas, and St. Louis in about 37 hours. The Flyer carried a boiler-buffet-sleeper for the convenience of those passengers who wished to have their meals served aboard the train. Other passengers were permitted to detrain at Parsons, McAlester or Dallas, Texas, to eat at the company-owned dining station where “the price is only fifty cents and the railway spares no pains or expenses to please the most fastidious.”

By the mid-1920s, the Texas Special and Katy Limited were receiving most of the attention on the Katy. Nevertheless, Nos. 5 and 6 still carried the St. Louis-to-Galveston passengers, handling not fewer than six sleepers, many of them destined for San Antonio, which Katy proclaimed “The Winter Playground of America.” In 1936, for the Texas centennial, the temporarily renamed *Katy Centennial Flyer* carried tourists to a variety of celebrations on the Katy’s service area.

By the end of World War II, the Katy Flyer was on a downward slide, meal services were cut back, and by 1961 the train name disappeared, with Nos. 5 and 6 offering only coach service. All passenger service ended June 30, 1965. Nonetheless,

Katy and its passenger train service played an important role in opening and promoting the Texas Southwest. No Katy train was more prominent in this effort than the Katy Flyer.



Configuration: Katy Flyer is a Flat Coach Car with public restrooms at each end of the car and coach-style seating in the remainder of the car. Total seating capacity is 44.