The Texas Eagle was built by American Car & Foundry in 1953 as 44-seat coach No. 5483. It was named the Texas Eagle in 1990.

On Aug. 15, 1948, a new train—the streamlined, diesel-powered Texas Eagle—took over the Sunshine Special’s number and route, inheriting a tradition of travel leadership in the Southwest that dated back to 1915. There were several Texas Eagles operating on the Missouri Pacific lines; the West Texas Eagle ran from St. Louis, Mo., to El Paso, Texas; the South Texas Eagle ran from St. Louis to Galveston, Texas, and on to San Antonio, Texas, where it connected with the Aztec Eagle to Mexico City, Mexico; at Houston, Texas, the South Texas Eagle connected with the Valley Eagle to and from Corpus Christi, and Brownsville, Texas, and the Rio Grande Valley.

The Texas Eagles were painted a combination of cerulean blue and dove gray, similar to the other Missouri Pacific streamliners. On Sept. 22, 1970, all passenger service in Texas was discontinued and on May 1, 1971, the service from St. Louis to Texarkana, Texas was ended.