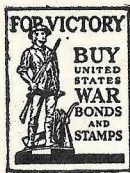


Dinner



Monument to Millions

Rio Grande



Menu



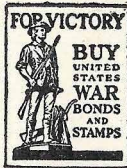
JUICES	Grapefruit Juice, 25	Orange Juice, 25; Double, 35
SOUP	Soup, Tureen, 30; Cup, 20 Consomme, Hot or Jellied, Cup, 25	
FISH	Fresh Fish Available, 90 Mountain Trout, Rio Grande, 1.25	
EGGS	Poached on Toast, 45	Omelette with Creamed Asparagus, 75 Boiled, Fried, Scrambled, or Shirred, 35
SALADS	Lettuce and Orange, 40	Lettuce and Tomato, 40 THE SALAD BOWL, 40
POTATOES	Browned New or Lyonnaise, 25	
VEGETABLES	Seasonable Vegetables, 25	
BREAD	Ry-Krisp (Non-fattening), 15 White, Rye, Vienna or Whole Wheat, 15 Bread or Crackers with Half and Half, 35	
CEREALS	Dry Cereals with Cream, 30	
TOAST	Dry or Buttered Toast, 15	Milk Toast, 40 Cream Toast, 50
DESSERTS	Ice Cream, 25; with Sweet Wafers, 30 Sliced Peaches with Cream, 35 Sweet Wafers, 15	
BEVERAGES	Coffee, Cup, 15 Decaffeinated Coffee, or Instant Postum, Cup, 15 Cocoa, Cup, 15 English Breakfast, Green, or Orange Pekoe Tea, Pot, 25 Pasteurized Milk, or Buttermilk, Bottle, 15 Malted Milk, 25	

FOR
KID
Baby Soup
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Apricot } S
Apple } S

Walters are not permitted to serve verbal orders. Service outside of Dining Car, 25c extra for each person served.

Guests will please call for check before paying and compare amounts charged. If there is a particular dish you desire, not listed, the Steward will gladly furnish, if available.

No check issued for less than 25c for each person.



Rio Grande Dinner

Please Order by Number - Write Selections on Meal Check

Manhattan Cocktail—.50
 Martini Cocktail—.45
 Old Fashioned Cocktail—.50

No Bar Service When Patrons Are Awaiting Meal Service
 or After 9:30 PM

Fresh Vegetable
 Consomme, Hot or Jellied

1. Native Mountain Trout—Rio Grande..... 1.50
2. Fricassee of Boneless Chicken—Noodles..... 1.35
- *3. Pot Roast of Beef—Financiere..... 1.50

New Potatoes, Persillade
 Seasonal Vegetables

Hot Tea Biscuit

Lettuce-Tomato Salad—Mayonnaise

Fresh Peach Shortcake
 Ice Cream or Sherbet

Blackberry Cobbler

Coffee

Tea

Milk

Buttermilk

Standard Dinner—\$1.10

A. Fricassee of Chicken—Noodles
 Potatoes and Vegetable
 Tea Biscuits
 Coffee
 Tea
 Milk

*B. Pot Roast of Beef

*Or available meat.

Saccharin available, if desired

□ □

Parents may share their portions with Children

Half portions will be served children under twelve, at half price

We are proud of our employes. We will appreciate it if you
 will write us about any unusual courtesies they show you.

H. I. Scofield

Passenger Traffic Manager

H. W. McAbee

Supt. Dining Car and Hotel Dept.

Denver & Rio Grande Western Railroad, Denver, Colo.

Excerpt from Document No. 17908, Part 1448—Eating and Drinking Establishments (Restaurant MPR 1)

All prices listed are our ceiling prices or below. By Office of Price Administration regulation, our ceilings are our highest prices from February 1, 1943 to April 10, 1943. Records of these prices are available for your inspection at the Dining Car and Hotel Department, Denver, Colo.

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THRU THE ROCKIES — NOT AROUND THEM

MONUMENT TO MILLIONS

"Gold!" The magic cry echoed through California Gulch, caught the lift of a million voices and rolled from coast to coast of the boisterous, vital, growing America of 1860. It rang up the curtain on the most roisterous and rowdy, the biggest and bawdiest, the most fabulous and fantastic era in Colorado's vivid history. Leadville, Colorado, took its place among such historic by-words for sudden wealth as Kimberley and Kettleman Hills. By 1876 its insistent clamor for rail transportation could no longer be ignored, and the rails of the Rio Grande turned permanently westward. General William J. Palmer's dream of a railroad linking Denver and Mexico City was trampled underfoot by men marching into the tremendous mineral storehouse of the Rockies. The abandoned gold mine shaft house pictured on the cover is near Leadville. Silent, empty, a shadowy silhouette against the sky, a hollow monument to the \$834,263,389 in gold which came out of Colorado from 1858 through 1941.



DOING MORE WITH LESS

RIO GRANDE is stepping up performance . . . doing the biggest job in its history . . . with fewer freight and passenger cars and locomotives than in 1929. Our 1942 passenger traffic exceeded 1941 by 168 per cent . . . Our 1942 freight traffic exceeded 1941 by 51 per cent.

How is this increase in traffic handled with a decrease in equipment? By intense coordination of effort in all departments . . . and tireless traffic, operational and engineering research to develop efficient, time-saving methods . . . eliminating unnecessary stops, interference and dead time . . . loading cars and trains heavier . . . cutting by half the service and turn-around time on locomotives . . . increasing the efficiency of diesel road locomotives by using traveling maintainers . . . the purchase of a fleet of new and more effective steam and diesel road engines—and diesel switchers to speed yard movements . . . the extensive installation of Centralized Traffic Control, new signal systems and passing tracks to increase single track capacity to 75 per cent of double track lines . . . the installation of more and better communications—teletype and multi-channel telegraph and telephone equipment—to expedite overall operating efficiency . . . unrelenting improvement of roadbeds and right-of-way . . . using off-track work equipment to eliminate 70 per cent of work train service and effect a comparative reduction in train delays.

This is only a glance at the entire story . . . but you'll get the idea. With extensive rehabilitation and improvements . . . adoption of more efficient practices . . . anticipation of increased demands on modern transportation . . . and the backing of a hard-hitting and aggressive management . . . the Rio Grande is forging ahead . . . keeping pace with the nation's needs. **THIS IS PROGRESS!**

DENVER AND RIO GRANDE WESTERN RAILROAD