

Luncheon



Mountain Monarchs

Rio Grande
Pueblo to Pando



Menu



JUICES	Orange Juice, 25; Double, 35	Grapefruit Juice, 25
SOUP	Soup, Tureen, 30; Cup, 20	
FISH	Native Mountain Trout—Long Branch Potatoes, 1.25	
SANDWICHES	Egg Sandwich, 35	Sardine Sandwich, 60 Cold Chicken Sandwich, 60 Lettuce and Tomato Sandwich, 35
EGGS	Any Style, Served on Request	
SALADS	THE SALAD BOWL, 40	
	Potato Salad, 25	Lettuce Salad, 35
	Lettuce and Tomato Salad, 40	
POTATOES	Mashed, 20	American Fried, 25
VEGETABLES	Seasonal Vegetables, 25	
BREAD-TOAST	White, Whole Wheat or Rye Bread, 15 Dry or Buttered Toast, 15 Bread or Crackers with Half and Half, 35 Milk Toast, 40 Cream Toast, 50	
CEREALS	Dry Cereals with Cream, 30	
DESSERTS	Ice Cream, 25; with Sweet Wafers, 30	
BEVERAGES	Coffee, Cup, 15; Pot, 25 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
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Baby Soup
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Apricot } S
Apple } S

Walters are not permitted to serve verbal orders.
Guests will please call for check before paying and compare amounts charged.
No check issued for less than 25c for each person.

Service outside of Dining Car, 25c extra for each person served.

If there is a particular dish you desire, not listed, the Steward will gladly furnish, if available.

Rio Grande Luncheon



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

Old Fashioned Navy Bean Soup

- 1. Fried or Broiled Fresh Fish, Lemon Butter..... 1.00
- 2. Fricassee of Young Chicken Supreme..... 1.35
- *3. Grilled Pork Chops, Country Style..... 1.50

Mashed Potatoes Seasonal Vegetables

Assorted Bread

Head Lettuce—Club Dressing

Ice Cream

Rice Custard Pudding

Half Grapefruit

Coffee

Tea

Milk

Buttermilk

*Or available meat.

Hot Roast Beef Sandwich, Mashed Potatoes and Gravy, Dessert, Beverage..... 1.00

Saccharin available, if desired

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Parents may share their portions with children without extra charge
Half portions will be served children under twelve years of age, at half price

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


H. I. Scofield
Passenger Traffic Manager

C. G. Douglass
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.



THRU THE ROCKIES — NOT AROUND THEM

MOUNTAIN MONARCHS

Across Colorado's upper Arkansas River valley a spectacular skyline of surpassing beauty greets the eye of the traveler on Rio Grande's "Scenic Limited." Near Leadville, two snow-crowned monarchs dominate the endless parade of mountains that mark the crest of the towering Continental Divide. They are America's second and third highest peaks—Mt. Elbert (14,431 ft.) and Mt. Massive (14,418 ft.). This is a land of Herculean proportions, of empurpled distances, of magnificent ups and downs. Not many miles to the north on the Royal Gorge Route, mighty mountain-type locomotives pull Rio Grande trains through lofty Tennessee Pass, 10,240 feet above sea level, and the highest point reached by any U. S. standard-gauge railroad. In Colorado one gets closer to heaven than anywhere else on the American continent. It's the mountain state of the Union, with forty-nine named peaks that soar skyward more than 14,000 feet. Your Rio Grande ticket provides you with a front row seat for this awe-inspiring show of Nature. Mile on mile the breath-taking panorama unfolds—the eternal, scenic splendor of the rugged Rocky Mountains.



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