







## COLORADO EAGLE

ONE of the famous Eagle fleet of streamliners, the COLORADO EAGLE made its initial trip on Sunday, June 21, 1942, inaugurating a fast, daily schedule over the route made popular by The Scenic Limited which this new train has replaced.

The COLORADO EAGLE offers through service each way every day between St. Louis, Kansas City, Wichita and Pueblo, Colorado Springs and Denver. It connects at Denver with D. & R. G. W. trains to and from Western Colorado, Utah and California, and at St. Louis with all lines to and from the East and Southeast. It also provides convenient connections at Kansas City, Pleasant Hill, Mo., and Osawatomie, Kansas, with other Missouri Pacific trains serving Memphis, Little Rock, New Orleans and intermediate points.

We sincerely appreciate your patronage of the COLORADO EAGLE and shall endeavor in every way possible to make your journey a pleasantly-remembered one.

MISSOURI PACIFIC LINES  
DENVER & RIO GRANDE WESTERN RAILROAD

## THE PULLMAN AND DINING-LOUNGE CARS OF THE COLORADO EAGLE

Since the COLORADO EAGLE is named for the Centennial State, the names selected to identify the individual Pullman and dining-lounge cars in the train are, appropriately, those of mountain streams, a famous peak and a great national forest in Colorado. They are names closely associated with the history of the state and representative of the rugged scenic beauty that holds those who live in as well as those who visit Colorado forever in its spell.

### COLORADO RIVER

This is the river of magnificent canyons from which the Territory of Colorado took its name. At its source are the clear, cold waters of Grand Lake, in Rocky Mountain National Park, more than 8,300 feet above the sea level. From here it flows 1,700 miles through Colorado, Utah and Arizona—traversing some of America's grandest scenery—into the Gulf of California.

### ARKANSAS RIVER

Headwaters of this great stream, second largest tributary of the Mississippi River, are high on the east slope of the Continental Divide. The Arkansas provides moisture for Colorado's richest agricultural areas and, in addition, its swift-flowing waters have helped to create some of the state's outstanding scenic attractions—among them the spectacular Royal Gorge.

### CHEYENNE MOUNTAIN

Rising directly from the plain not far from Colorado Springs, Cheyenne Mountain is one of the best known and most frequently visited mountains in all of Colorado. A splendid highway winding to its summit affords unforgettable views of the prairies rolling away to the east and of the great wall of the Rockies towering in the west.

### GUNNISON RIVER

This historic stream, named for Capt. John W. Gunnison, a pioneer explorer of the Rockies, rushes down from the loftiest heights of the Continental Divide to join the Colorado River at Grand Junction. Its waters provide some of the finest trout fishing to be found in Colorado and its spectacular Black Canyon has been set apart as a National Monument.

### EAGLE RIVER

Another of Colorado's more popular fishing streams, the Eagle flows from a point near Tennessee Pass into the Colorado River at Dotsero. Part of its course lies through the beautiful Holy Cross National Forest with its awe-inspiring Mount of the Holy Cross, and colorful Eagle River Canyon is one of the scenic attractions along the Royal Gorge Route of the D. & R. G. W.

### SAN ISABEL

The national forest reserve bearing this name has become one of the most popular tourist regions in the Rockies. It is an area of typical mountain beauty, with crystal lakes and streams, heavily timbered slopes, natural parks and meadows, and is dominated by the rugged Sangre de Cristo Range. San Isabel is in south central Colorado some 50 miles from Pueblo.





## Breakfast a la Carte

Chilled Orange Juice .25	Chilled Texas Grapefruit Juice .10	Chilled Tomato Juice .25
Lemon and Water .15		Vegetable Juice Cocktail .25
Chilled Texas Grapefruit .15	Sliced Oranges .25	
Texas Figs in Syrup .35	Baked Apple .25	Stewed Selected Prunes .25
Stewed Fresh Rhubarb .25		Orange Marmalade .25

### ALL CEREALS WITH CREAM .35

Shredded Ralston	Wheat Oats	Rolled Oats	Ralston's Wheat Cereal
Wheaties	Rice Flakes	Shredded Wheat Biscuits	
Corn or Bran Flakes	Puffed Wheat or Rice	All Bran	Grapenuts Rice Krispies

Filet of Fresh Fish, Saute, Maitre d'Hotel .75

French Toast with Citrus Marmalade .50

American Fried or Hashed Browned Potatoes .25

Plain Omelet .50

Omelet Creole, with Rice .75

Eggs: Boiled, Fried or Scrambled (2) .35

Omelet with Jelly .70

Toast, Dry or Buttered .15

Ry-Krisp, Non Fattening .10

Hot Rolls .15

Hot Muffins .15

Coffee: Pot .25; Cup .15

Cocoa: Pot for One .25

Tea: Pot for One .25

Malted Milk .25

Milk (Individual Bottle) .15

Instant Postum: Pot for One .25

Sanka Coffee: Pot .25

## To Our Patrons

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 605 South Rankin Ave., St. Louis, Mo.

\*\*\*\*\*  
\* Buy U. S. \*  
\* War \*  
\* Bonds \*  
\* and \*  
\* Stamps \*  
\*\*\*\*\*



## The Silver Platter Breakfast

To insure prompt service, please write each item on meal check.  
Waiters are not permitted to take verbal orders.

The Price Opposite Each Selection Includes Choice of Fruit or Cereal,  
Rolls, Toast or Muffins, and Beverage

Chilled Texas Grapefruit	Baked Apple	Stewed Fresh Rhubarb
Stewed Selected Prunes	Chilled Tomato Juice	Sliced Orange
Chilled Orange Juice	Vegetable Juice Cocktail	Texas Grapefruit Juice

—OR—

Hot or Cold Cereals, with Cream

### SELECTIONS:

Boneless Filet of Fresh Fish, Saute, Brown Butter, Parsley Potatoes.....	1.00
Sugar-Cured Ham with Eggs.....	1.00
Broiled Bacon with Eggs.....	1.00
Fried Corn Meal Mush with Farm Sausage, Syrup.....	1.00
Plain Omelet, or Omelet with Strawberry Preserves.....	.85
French Toast with Citrus Fruit Marmalade.....	.75
Eggs: Boiled, Fried or Scrambled.....	.75
Choice of Fruit and Cereal.....	.75

Hot Rolls	Toast	Hot Muffins
Coffee	Tea	Milk

### A Reminder

#### OTHERS ARE WAITING TO BE SERVED

It will be appreciated if you will vacate your seat as soon as you have finished your meal.

We ask your cooperation in our efforts to provide the best dining service under what, we are sure you will understand, are unusual conditions.

Parents may share their Portions with Children without extra charge . . . Half Portions served at half price to Children under 12 years of age . . . Meals served outside dining car 25c extra per person.



---

## How the Railroads Aid the Taxpayer

**S**O MUCH has been said and printed in praise of the efficiency of the railroads that nearly everyone recognizes them as the very backbone of our war effort and realizes that had they not developed in peace times and at their own expense a vast amount of reserve capacity, our country could not now be so effectively answering the challenge of its enemies.

What is not so generally known, however, is the fact that while the railroads are carrying the largest load of freight and passenger traffic in all history, they are also doing a great deal to lighten the load of all other taxpayers.

This is made clear by comparing the amount of taxes **paid into** the federal treasury by the railroads to help finance the present war, with the sums **paid out** of the federal treasury as a result of government operation of the railroads during the previous war. When the government took over operation of railroads in 1917 it guaranteed their owners the same average annual net operating income that had been earned in the three fiscal years ending June 30 of that year. Because of conditions resulting from 26 months of operation of the railroads by the government, the guarantee period was extended six months beyond the date of their return.

Although freight and passenger rates had been increased by order of the government the railroads were federally operated at a loss, with the result that the deficit in their net operating income for the 32 months which the taxpayers had to defray, amounted to \$1,600,000,000.

In the 32 months of 1942, 1943 and the last eight of 1941, the railroads operating under private management helped finance the present war through the payment of federal taxes to the extent of \$2,290,000,000 which, added to the amount the government paid out of the federal treasury for its operation of the railroads 26 years ago, represents a saving of close to four billion dollars and, of course, the savings are continuing and no doubt will exceed five billions of dollars through 1944.

The benefits of private operation of railroads do not stop there, however, for current freight and passenger rates are considerably **lower** than those in effect during and immediately following World War One. But what is even vastly more important to the public than the savings private operation of the railroads has effected, is the fact that the railroads have become so efficient that they are now able to handle 75 per cent more freight traffic than they did during the previous war and over 100 per cent more passenger business, with far fewer cars and locomotives owned.

The railroads point to their record with what they believe to be justifiable pride, and in the hope that the public will see in their efficient performance every reason to insist upon national policies that will enable the railroads to continue to improve the quantity and quality of their services, and to continue to perform those services at rates lower than those charged anywhere else in the world.

The Missouri Pacific Lines and their 45,000 employes make grateful acknowledgment of the helpful cooperation of their patrons and request your personal interest and constructive criticism.

