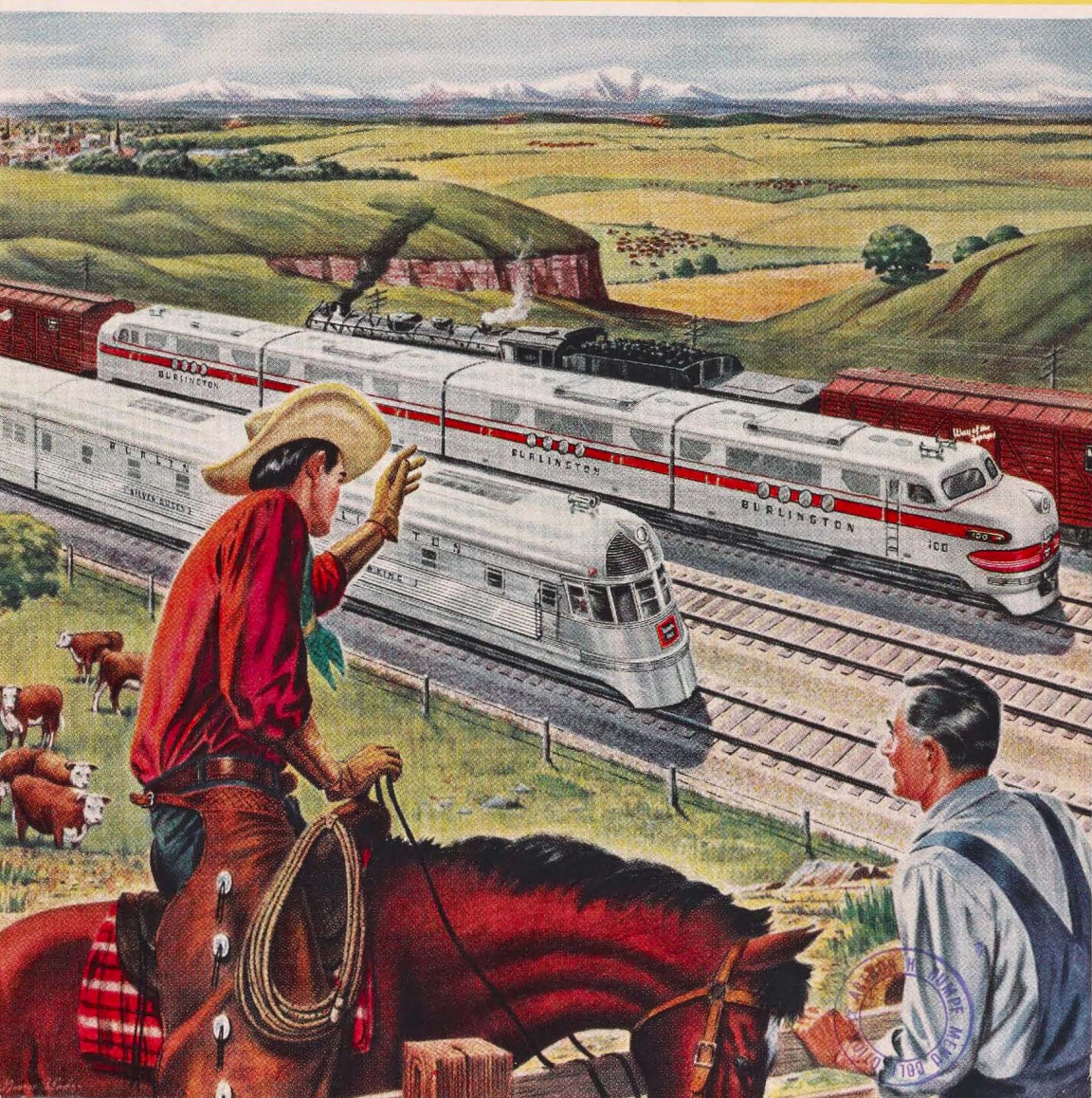


# Breakfast

Burlington  
Route



**Breakfast****No. 1****50c***Choice of*

Fruit, Fruit Juice, Cereal

or

Two Eggs, Any Style

Dry Toast or Muffins

Jelly

Coffee

Tea

Milk

**BURLINGTON CL****SELECT****FRUITS**

Sliced Oranges

Stewed Prunes

Baked Apple and Cream

Chilled Grapefruit

**FRUIT JUICES**

Orange Juice

Grapefruit Juice

Tomato Juice

Apple Juice

Vegetable Juice

**No. 3****\$1.00***Choice of*

Fruit or Fruit Juice and Cereal

Sugar Cured Ham or Bacon with Two Eggs

Wheat Cakes with Sausage

Omelette with Shredded Ham

Dry Toast or Hot Muffins

Coffee

Tea

Milk

**No. 4****85c***Choice of*

Fruit, Fruit Juice or Cereal

Browned Corned Beef Hash with Poached Egg

or

Bacon with One Egg Any Style

Dry Toast or Hot Muffins

Coffee

Tea

Milk

**A LA CARTE****FRUITS**

Sliced Oranges .....	25
Stewed Prunes .....	25
Baked Apple and Cream....	30
Chilled Grapefruit .....	20

\*When available

**FRUIT JUICES**

Orange Juice .....	25	Double	40
Grapefruit Juice .....	20		
Tomato Juice .....	15	Double	25
Apple Juice .....	20	Double	35
Vegetable Juice..	20	Double	35
Lemon and Water.....	15		

**CER**Choice of Dry o  
With CreamService Outsid  
25c Extra for eachTo insure Prompt Service, Please  
**Waiters are not permitted**All prices listed are Ceiling Prices or below. By  
are our highest prices from February 1st, 1943, to A  
for your inspection at Office of Supt. of

# UB BREAKFASTS

## IONS OF

### HOT or DRY CEREALS

Oatmeal	Grape Nuts
Cream of Wheat	All Bran
Corn Flakes	Rice Krispies
Bran Flakes	Shredded Wheat

### Breakfast

#### No. 2

65c

Choice of  
Fruit or Fruit Juice  
and  
Any Cereal with Cream  
Dry Toast or Muffins  
Jelly  
Coffee      Tea      Milk

Fruit, Fruit Juice or Cereal

Choice of

Two Eggs (Shirred, Fried, Boiled,  
Poached or Scrambled)  
Dry Toast or Hot Muffins

Coffee      Tea      Milk

#### No. 5

75c

Fruit, Fruit Juice or Cereal

Choice of

French Toast with Syrup or Jelly  
or  
Wheat or Corn Cakes with  
Honey or Syrup

Coffee      Tea      Milk

#### No. 6

65c

## SELECTIONS

### REALS

Hot Cereal  
or Milk..... 30

### CAKES or TOAST

Wheat or Corn Cakes  
with Syrup ..... 35  
French Toast with Jelly or  
Syrup ..... 35  
Dry Toast ..... 15  
Muffins ..... 10

### BEVERAGES

Coffee, per pot..... 25  
Tea, per pot ..... 25  
Postum, per pot ..... 25  
Ind. Milk ..... 15

e of Dining Cars  
Adult Person Served.

e write each item on Meal Check.

ed to take Verbal Orders

Office of Price Administration Regulation our ceilings  
April 10th, 1943. Records of these prices are available  
Dining Car Service, Chicago.

# "What does it cost to ship a Ton a Mile?"

FOR moving one ton one mile by rail, the average charge — and note that word "average"—is less than one cent.

O.K., you may say, that ought to make freight rates simple. Why not "sell a ticket" for moving freight, just like selling a passenger ticket? Take the number of tons, the number of miles, the average charge, and figure it out?

We wish it could be that easy. But here is the problem.

Some freight is cheap, heavy, little subject to loss and damage. Some is valuable, light and bulky, difficult, risky and expensive to handle. Such differences in the character of freight call for differences in rate making. No one would suppose that charges should be the same on a ton of coal as on a ton of diamonds.

To charge even as little as one cent per mile for hauling a ton of some of the heavy, low-priced commodities would mean, in many cases, making rates so much higher than they are now that such commodities could not move over the long distances we have in this country and be sold at a profit in distant markets.

On the other hand, rates on more valuable articles can be much higher than the average without making any appreciable difference in the price at which they are sold.

So, to make it possible for all sorts of freight to be moved to market, and at the same time meet the necessary costs to the railroad of doing the job, there came to be these differences in freight rates—with the result that shippers, railroads and the public benefit from the amazingly wide distribution and use of all sorts of commodities all over America.

## "Prices" tailored to the public interest

Rate-making seems complex. But that's because commerce is complex. Rates, or transportation prices, must be made for the movement of tens of thousands of different articles over various routes between tens of thousands

of places, all over the country, and under all sorts of conditions. If those prices, as a whole, are too low, the railroads won't be able to meet the costs of doing business. But if transportation is priced too high, the traffic doesn't move—and that is not good for either railroads or shippers.

And so it is that over the years the railroads have worked on a basis of "what is best for our customers is best for us." It is to the interest of every railroad to build up the area it serves. It wants to encourage the growth of industries. It wants to encourage agriculture. It wants to encourage mining, lumbering, every other type of business. Rates are figured out for just that purpose—to meet the needs of commerce—and are revised to respond to changes in those needs as they come about.

## Where the I.C.C. comes in

Many years ago, the Interstate Commerce Commission was established to prevent undue discrimination in railroad rates as between shippers and communities, and to see that rates are "just and reasonable."

All railroad rates are open covenants openly arrived at after discussion between the railroads and shippers. All rates are published, are filed with the I.C.C., and are open to anyone to see.

*But in any case*, a shipper who isn't satisfied has the right to ask that the I.C.C. step in and investigate. And more than 250 volumes of I.C.C. reports show how active the Commission has been in this respect.

This principle in tailoring transportation prices to the public interest has stood the test of time—and no man who has made a sincere and expert study of the problem has found a better system for all concerned.

## ASSOCIATION OF AMERICAN RAILROADS

*All United for Victory*