





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

- Indicates Route of Colorado Eagle

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.



Dinner a la Carte

APPETIZERS

- Orange Cup .35
- Ripe or Green Olives .25
- Shrimp Cocktail .35
- Hearts of Celery .25
- Sweet Gherkins .25

SOUP

- Southern Gumbo, Tureen .35; Cup .25

FISH

- Baked Filet of Fresh Fish, Portugaise, Rice .80
- OYSTERS: Stewed, in Milk .50; in Cream .75
- Fried, with Tartar Sauce and Mexican Slaw .80

ENTREES

- Roast Stuffed Chicken, Spiced Crab Apple .90
- Plain Omelet .50
- Snowflake Potatoes .25
- Omelet with Deviled Smithfield Ham and Tomatoes .75
- Eggs: Boiled, Fried or Scrambled .35
- Candied Sweet Potatoes .25
- Seasonal Vegetable .25

COLD MEATS AND SALADS

- Chicken Sandwich .65
- Meat Loaf Sandwich .40
- Sliced Tomatoes, Our Own Dressing .35
- Tongue Sandwich .40
- Blue Cheese Sandwich .40
- Lettuce and Tomato Sandwich .40
- Hearts of Lettuce, Russian Dressing .35

BREAD AND TOAST

- Dry or Buttered Toast .15
- Milk Toast .35
- Bread and Butter .10
- Cream Toast .50
- Ry-Krisp (Non-Fattening) .15

DESSERTS

- Green Apple Pie .25
- Chilled Melon .25
- Blue Cheese, Toasted Ry-Krisp .35
- Orange Jello, Cake .25
- Fruit in Syrup, Cake .25
- Ice Cream, Cake .25
- Philadelphia Cream Cheese, Currant Jelly .25

BEVERAGES

- Coffee: Pot .25; Cup .15
- Tea: Pot for One .25
- Instant Postum, Pot for One .25
- Chocolate Malted Milk .25
- Iced Tea .25
- Cocoa: Pot for One .25
- Milk, Individual Bottle .15
- 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 Ranken Ave., St. Louis, Mo.

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



The Silver Platter Dinner

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 Soup or Appetizer, Vegetables, Bread and Butter, Salad, Dessert and Coffee, Tea or Milk

- Chilled Melon
- or —
- Soup: Southern Gumbo

SELECTIONS

- Baked Filet of Fresh Fish, Portugaise, with Rice..... 1.40
- Fried Oysters, Tartar Sauce, Mexican Slaw..... 1.40
- Roast Stuffed Chicken, ~~Spiced Crab Apple~~..... 1.50
- Omelet with Deviled Smithfield Ham and Fresh Tomatoes..... 1.40

VEGETABLES

- Snowflake Potatoes
- Candied Sweet Potatoes
- Seasonal Vegetable

SALAD

- Hearts of Lettuce, Russian Dressing

ASSORTED BREAD

DESSERTS

- Green Apple Pie
- Chilled Melon
- Philadelphia Cream or Blue Cheese, Toasted Ry-Krisp
- Ice Cream, Cake
- Orange Jello, Cake

BEVERAGES

- Coffee
- Tea, Hot or Iced
- Chocolate Malted Milk
- Milk, Bottle

Special Dinner Selections No. 1

(No Substitutions)

OMELET WITH DEVEILED SMITHFIELD HAM AND FRESH TOMATOES1.10

- Potatoes
- Assorted Bread
- Coffee
- Vegetable
- Dessert
- Tea, Hot or Iced
- 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.

Special Dinner Selections No. 2

(No Substitutions)
 Cup of Soup

FISH OR CHICKEN ENTREE1.25

- (Ask Steward what is being served)
- Potatoes
- Assorted Bread
- Coffee
- Vegetable
- Dessert
- Tea, Hot or Iced
- Milk

BOTTLED BEER .25

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.



RAILROADS NEED MORE THAN PRAISE

AS THE war progresses it becomes more and more apparent that its satisfactory outcome is dependent upon adequate transportation. And as the full weight of America's might begins to make itself felt all over the world, more and more credit is being bestowed upon the American railroads. For each day it becomes increasingly clear the service they are rendering is making possible not only the quick assembly and movement of our fighting forces and the unending flow of munitions, equipment and supplies from production lines, but the steady sailings of convoys with men and materials for distant battle fields.

Without **fuel—which the railroads transport**—ships would remain at their docks, planes would be motionless on the ground or in hangars, even trucks would be limited in their operations, armament plants would be idle, and our entire war effort would stagnate. Without **food and fuel—which the railroads transport**—the civilian population would go hungry and cold, and the home front would become chaotic.

The railroads have been able to handle the bulk of the Nation's transportation because they were prepared to render a volume of service far in excess of pre-war requirements. Ever since the end of the previous war they steadily improved their efficiency and increased their capacity. Even through the depression years they continued to plow millions of dollars back into the railway plant. Meanwhile the men and women who make up the great army of railroaders had kept pace with physical improvements, making good use of the more modern facilities that had been provided, and constantly seeking and finding new and better ways for rendering greater service.

Because the improvements had been gradual, not everyone shared the confidence of the railroads in their ability to meet the Nation's wartime demands. But today their worth and ability are everywhere recognized and the railroads are being cited as an outstanding example of the progressiveness and efficiency of private enterprise.

They have won praise, too, by reason of the fact that, of all the major industries making a vital and direct contribution to Victory, they alone have expanded their war service without financial assistance from the government.

The railroads and their employes are as grateful for all the good things that have been said about them as they are thankful that they were so well able to render the kind and quantity of service essential to Victory. But they need more than this if they are to continue adequately to meet the increasing demands which are being made.

For one thing, the railroads want and earnestly seek the continued cooperation of shippers and travelers. The former can help by intensifying their efforts to make every piece of freight equipment do its full duty, by seeing to it that all cars are loaded and unloaded promptly, that each one is filled to capacity.

Travelers can help by continuing their sympathetic understanding of the railroads' problems and by remembering that whatever delays and inconveniences they may experience are generally due to unusual conditions resulting from the large amount of wartime traffic the railroads are called upon to handle.

And the public generally can help by urging a policy on the Government's part against the enactment of any new legislation that would adversely affect the railroads, by pointing out that now, when every railroad employe is energetically engaged in helping to win the war, is no time to consider upsetting long established methods of rail operations and rate-making, is not a time to hamper the railroads with new restrictive laws.

Like other railroads, the Missouri Pacific Lines and their employes are concentrating on one task and one task alone—that of doing their full part in moving all the traffic which must be transported. To that end your support and cooperation is earnestly solicited, as are your views, comments and constructive criticism.

