

The Lewis and Clark

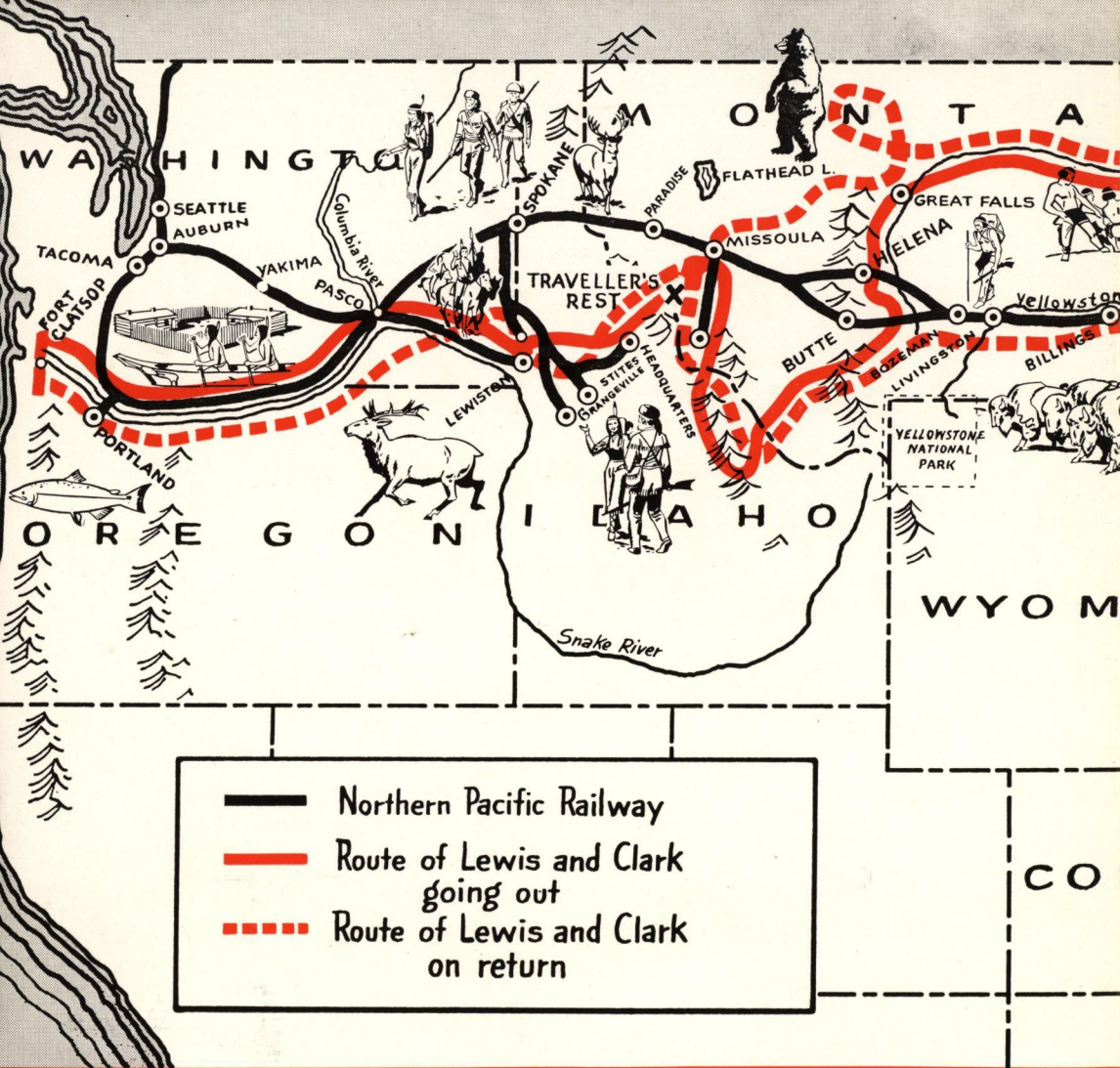
TRAVELLER'S REST

Buffet Lounge Car



A new kind of western hospitality aboard the
Vista-Dome

NORTH COAST LIMITED



From the pages of NORTHWEST HISTORY

It was the bold, far-sighted statesmanship of President Thomas Jefferson that sent the Lewis and Clark expedition on its way with instructions to ascend the Missouri river to its source and to go on from there to the Pacific Ocean.

The expedition, commanded by Captains Meriwether Lewis and William Clark, left the vicinity of St. Louis on May 14, 1804. Up the old Missouri through Nebraska and South Dakota the men propelled their boats. The first winter was spent at Fort Mandan, built on the east bank of the Missouri north of the present cities of Bismarck and Mandan, North Dakota. Here Sacajaweah, the Shoshone Indian girl, joined the party, accompanying her interpreter husband.

The following spring the party of 31 men, accompanied by Sacajaweah and her papoose, pushed on to the west. Ahead lay strenuous river portages, rugged mountain ranges to cross, and privation. Food became so scarce at one point the men ate horsemeat, bear grease and coyote. From the present site of Pasco, Washington, they sailed down the Columbia to its mouth. Three miles up a small tributary stream, now called Lewis and Clark river, they built "Fort Clatsop" where they spent the second winter.

Splitting up on the return journey, Lewis explored the Maria's river basin to the north and Clark followed the Yellowstone to its junction with the Missouri. The explorers arrived at St. Louis on September 23, 1806 with detailed and reliable information about the vast new region they had conquered. Soon the hunters, trappers and pioneers ventured far out into the land of Lewis and Clark.

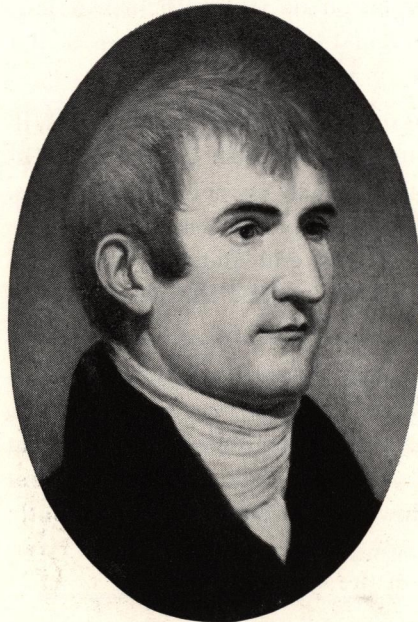
But before full development of the area could be realized there had to be reliable transportation. It was not until 64 years after the return of the Corps of Discovery that construction began on the Northern Pacific. Thirteen years later, on September 8, 1883, the line from the Head of the Lakes to Puget Sound had been completed and the Northern Pacific became the first northern transcontinental railroad. Settlement now began in earnest and within six years after the Northern Pacific had completed its line, the entire tier of Northwest territories had gained sufficient population to become states of the Union.

TODAY'S TRAVELER on Northern Pacific's Vista-Dome North Coast Limited between Chicago and the Pacific Coast follows a route which closely approximates that of the Lewis and Clark expedition of 1804-1806.

From Bismarck and Mandan on the Missouri river in North Dakota, the railway's main line parallels and follows the explorers' trail along the Missouri, Yellowstone, Gallatin and Jefferson rivers. And again the Clark Fork, Snake and Columbia rivers.

Pompey's Pillar on the Yellowstone, the mountain pass between Livingston and Bozeman, pointed out to Captain Clark by Sacajaweah, and Three Forks, where the two leaders were in doubt as to the proper course to pursue, are among the expedition's historic landmarks visible from the train windows.

A guide to TRAVELLER'S REST



Meriwether Lewis

As the Vista-Dome North Coast Limited travels through the territory first explored by Lewis and Clark in 1804-06, its passengers can now experience more fully the relation of the historical expedition to their own journey.

A new, luxurious buffet-lounge car, decorated in an authentic Lewis and Clark theme, has been added to the Chicago-North Pacific Coast streamliner on the 150th anniversary of the historic expedition. The unique car is called "Traveller's Rest"—a name given by the explorers to a camp site on Lolo creek, south of Missoula, Montana, where the expedition rested on the trip west and again on the homeward journey.

While the car's handsome interior is contemporary, designed to fit the needs of modern travel, its atmosphere captures the flavor and romance of

the untamed west. Raymond Loewy Associates, who designed Traveller's Rest, have created this feeling through skillful use of color and texture and a factual historical display documenting the Lewis and Clark expedition.

Portraits of Meriwether Lewis and William Clark, mounted on the car's cherry wood side panels, are color reproductions from the original paintings by Charles Wilson Peale which hang in Independence Hall in Philadelphia. Peale sought portraits of the explorers to round out his gallery of distinguished Americans. He particularly wanted Lewis and Clark represented since they had enriched his famous museum and gallery in Philadelphia with collections from their expedition. Lewis sat for his portrait in 1807 and Clark for his in 1810. At the sale of Peale's Gallery in

1854, the Lewis and Clark portraits, along with others, were purchased by the city of Philadelphia and restored to Independence Hall.

Reproductions of actual documents pertaining to the expedition are mounted on the walls of the car. The accurate reproduction process used retains the present day quality of these papers.

Originals of three historic letters, mounted near the service bar, are now in the possession of the Missouri Historical Society in St. Louis. One of these is a letter from A. L. S. H. Dearborn, Secretary of War, to Meriwether Lewis which commissioned William Clark a lieutenant. Both Lewis and Clark were disappointed that Clark did not receive a captain's commission as he had been promised. Actually the two men shared command of the expedition and Clark was called "captain" although the War department never gave him this rank.

Another is a Letter of Instructions for the expedition from President Jefferson to Lewis. Only the first page of the letter, which is one and a quarter pages long, is reproduced. In an earlier confidential message to Congress, Jefferson stated that the purpose of the expedition was to extend the external commerce of the United States.

The third letter reproduced is the only letter of credit ever issued by President Jefferson. It was to be used by Lewis to replenish supplies from ships engaged in the Northwest trade. Since no ships were encountered during the winter of 1805-06 at Fort Clatsop, the letter was never put to use.

Six pages from the Lewis and Clark Journals are mounted at one end of the lounge. Beyond the tremendous physical feat these men accomplished, they recorded in great detail every part of their expedition. Notes and observations were made daily, then written into the Journals when opportunity allowed. These pages are reproduced from the original Lewis and Clark Journals at the American Philosophical Society in Philadelphia.



William Clark



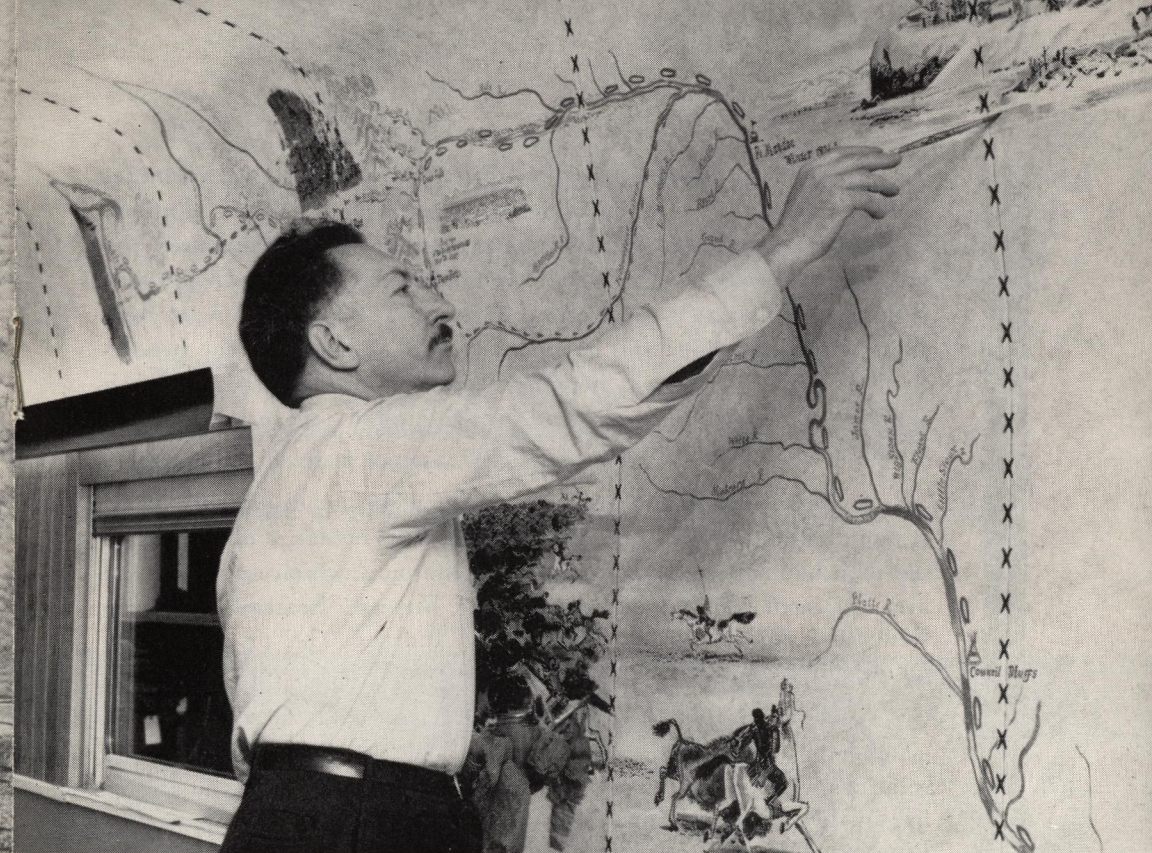
Mural of Sacajaweah and Captains Lewis and Clark

A story in pictures

The romance of the Lewis and Clark epic has been recreated in colorful murals on the upper walls and ceiling of both the lounge and buffet sections of the Traveller's Rest car. Walls and ceiling are done in a light beige, buckskin-like plastic material, cross-stitched at the seams and provide a perfect background for the graphic portrayal of scenes and episodes taken from the Journals of Lewis and Clark.

Central feature of the murals is a large map in the lounge section which shows the route followed by the explorers to the Pacific Northwest and back. Pictured on the map are Fort Mandan, first winter's camp, and Fort Clatsop, where the party spent the second winter in 1805-06. Other points of interest include Three Forks, Traveller's Rest camp, and the place where the adventurers first saw the Rocky mountains.

Scene from a buffalo hunt appears below the map and throughout the car there are paintings of Indians and wild animals encountered by the explorers.



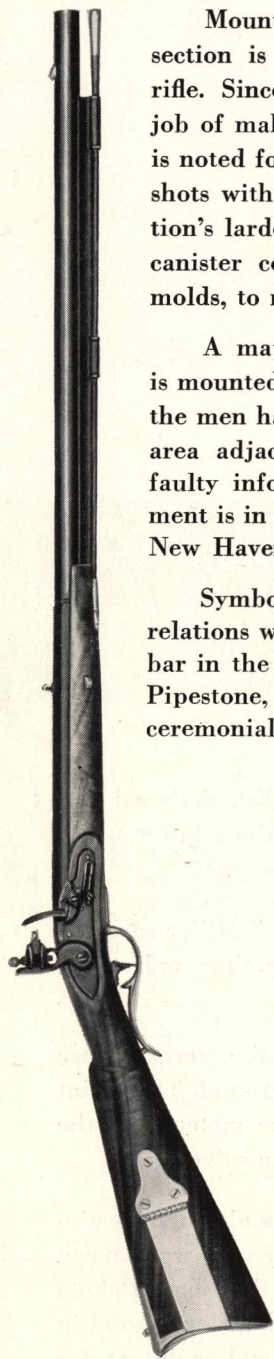
Mural Artist Edgar Miller at Work in Traveller's Rest

Edgar Miller, Chicago artist and outstanding muralist, designed and painted the murals. His facile style reveals both a serious interest and understanding of the subject and a sense of humor.

"What I have tried to accomplish in these paintings," Miller says, "is to get a feeling of the contemporary, and at the same time reflect the characteristic of the subject matter."

The artist employed a special type of paint for the murals since ordinary oil paint could not be used on the plastic background. This paint was made by grinding colored plastic cubes of the same material as the background into a fine powder which was then put into a solvent.

Miller, who began painting murals in the 1920's, has also done sculpture, wood and stone carving and portrait painting. Among his well-known works is the large bronze sculpture over the entrance of the North Dakota State capitol at Bismarck. He has also done murals for the Pierre hotel in New York and the Hotel Statler in Washington, D.C., and sculpture for the Jane Addams Housing Project in Chicago.



Mounted on the end wall of the Traveller's Rest car buffet section is a handsome reproduction of a Harper's Ferry flintlock rifle. Since actual guns of this type in good condition are scarce, the job of making copies was given to Dick Hicks of Albuquerque, who is noted for his fine reproductions of guns. The explorers were good shots with these rifles and bagged a variety of game for the expedition's larder. Powder was ingeniously packed in lead canisters, each canister containing enough lead, when melted and cast in bullet molds, to match the powder.

A map showing the route of the expedition, drawn by Clark, is mounted on the wall beneath the rifle. It is evidence of the genius the men had for geography. Errors in the map, which appear in the area adjacent to that explored, came through hearsay and from faulty information given them by the Indians. The original document is in the Western American Collection, Yale University Library, New Haven.

Symbolic of the expedition's success in establishing friendly relations with the Indians is a peace pipe mounted above the service bar in the lounge section. The pipe is made from stone quarried at Pipestone, Minnesota, where Indians have obtained stone to make ceremonial pipes for hundreds of years.



Route Map drawn by Captain Clark

A new kind of western hospitality

Contemporary appointments and modern travel comforts provide a pleasing contrast with the early-day western atmosphere of the Traveller's Rest car.

Sparkling white formica counter tops accent the more rustic motif of the hanging light fixture in the buffet section which seats 14 persons on comfortable leather cushioned stools. Inset compartments for purses and packages are located beneath the counters.

Select and a la carte meals and snacks are served all day from 7 A.M.

Buffet section features famous Northern Pacific food at modest prices





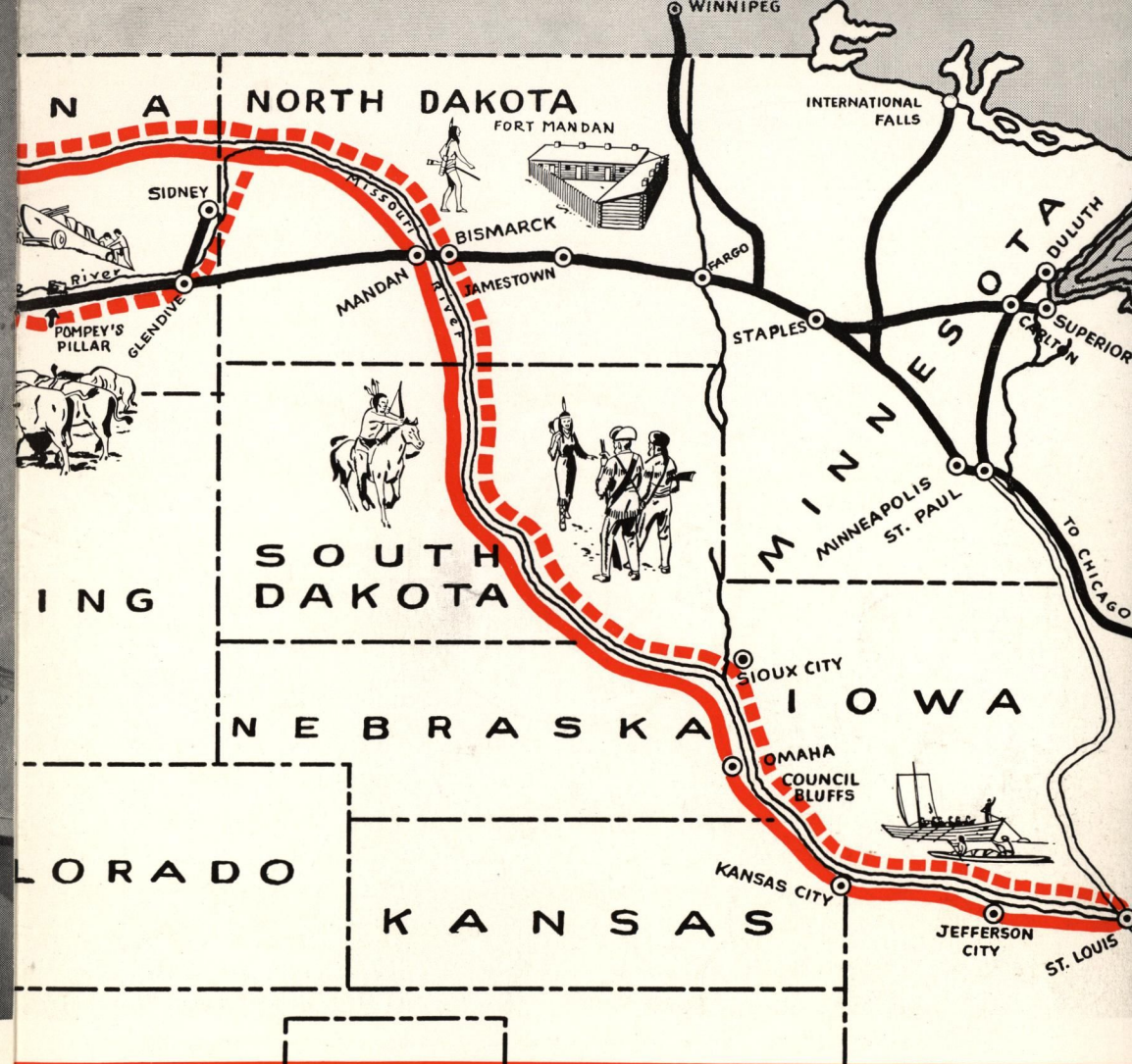
An NP Stewardess-Nurse explains the mural map in the lounge section to a young traveler

AN ATTRACTIVE color scheme gives the Traveller's Rest lounge section a feeling of luxury and restfulness.

Colors of warm sienna and ochre highlighted by aqua, blend with natural cherry planking to form a tone of natural surroundings. Touches of gaiety are added by a colorful custom woven Indian rug and the attractive murals. Lewis and Clark documents on the walls lend dignity.

Mounted in brass letters on the side of the service bar at one end of the lounge, is this phrase from the entry of September 9, 1805, in the Journals of Lewis and Clark—"We called it Traveller's Rest".

Comfortable sofas and chairs, upholstered in aqua, antique white and burnt sienna, seat 30 persons. Music is provided by radio and also by the train's high fidelity sound system. Beverage service, magazines, tables for cards make the lounge an ideal place for relaxation, reading, congenial conversation and good fellowship.



THE LAST 150 years have seen the settlement, agricultural and industrial development of the vast country Lewis and Clark gave to the nation.

As the explorers traversed almost the entire width of the Williston Basin, the principal resources they noted were buffalo and the corn, beans and squash raised by the Indians. Today, newly discovered oil is setting the stage for changing economic patterns. As the oil industry expands, there occurs also growth in related fields—transportation, supply, manufacturing and service industries.

Along the rivers of the Northwest new dams are being erected to provide irrigation for huge areas of land with a promise of long term benefits for the future.



Route of the Vista-Dome

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