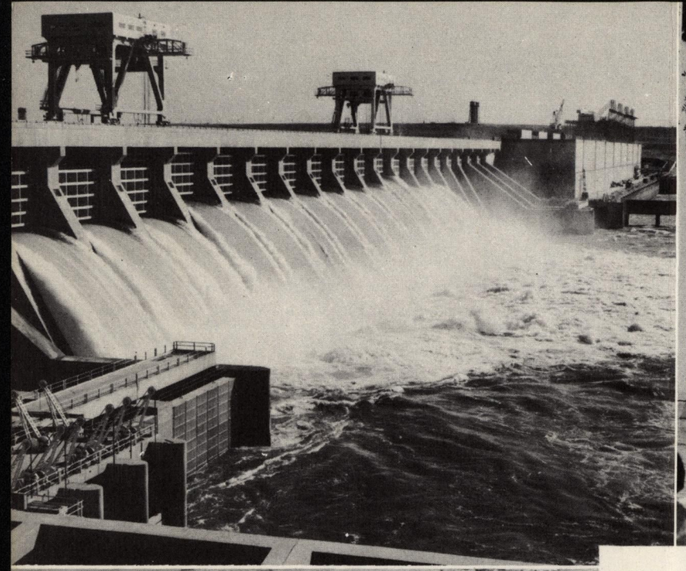
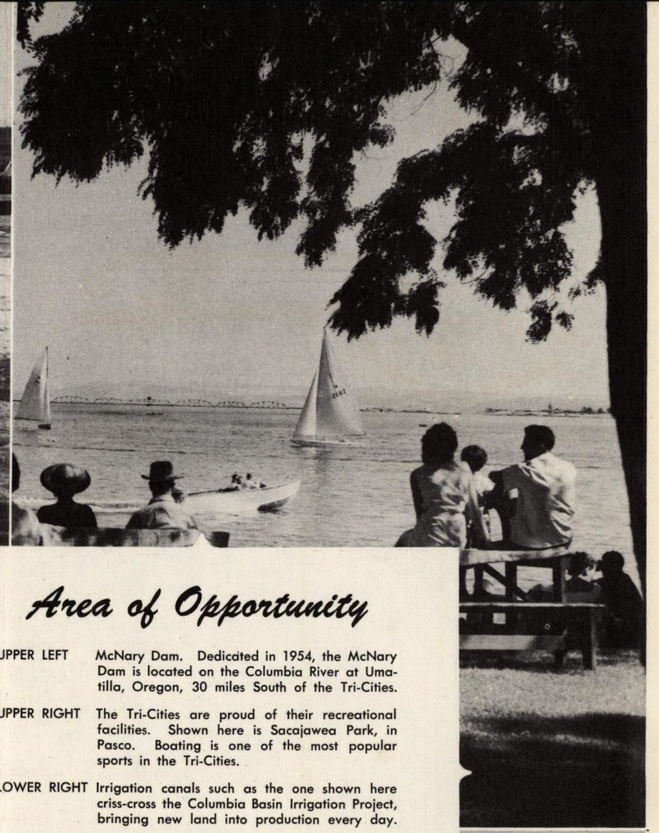
Northern Pacific Railway's $5,500,000 Push Button Retarder and Freight Classification Yard

Rail Transportation, the important key to the expanding economic activity of the TRI-CITIES AND THE COLUMBIA BASIN.

PASCO, WASHINGTON





Area of Opportunity

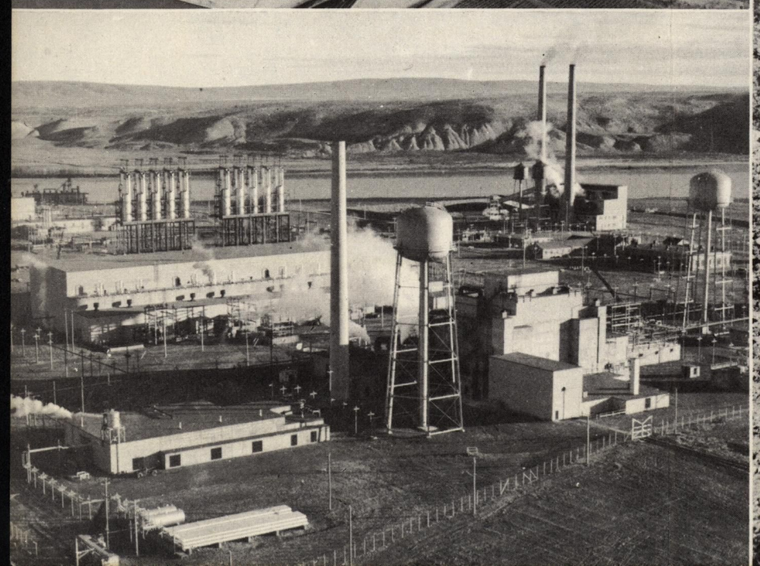
UPPER LEFT — McNary Dam. Dedicated in 1954, the McNary Dam is located on the Columbia River at Umatilla, Oregon, 30 miles South of the Tri-Cities.

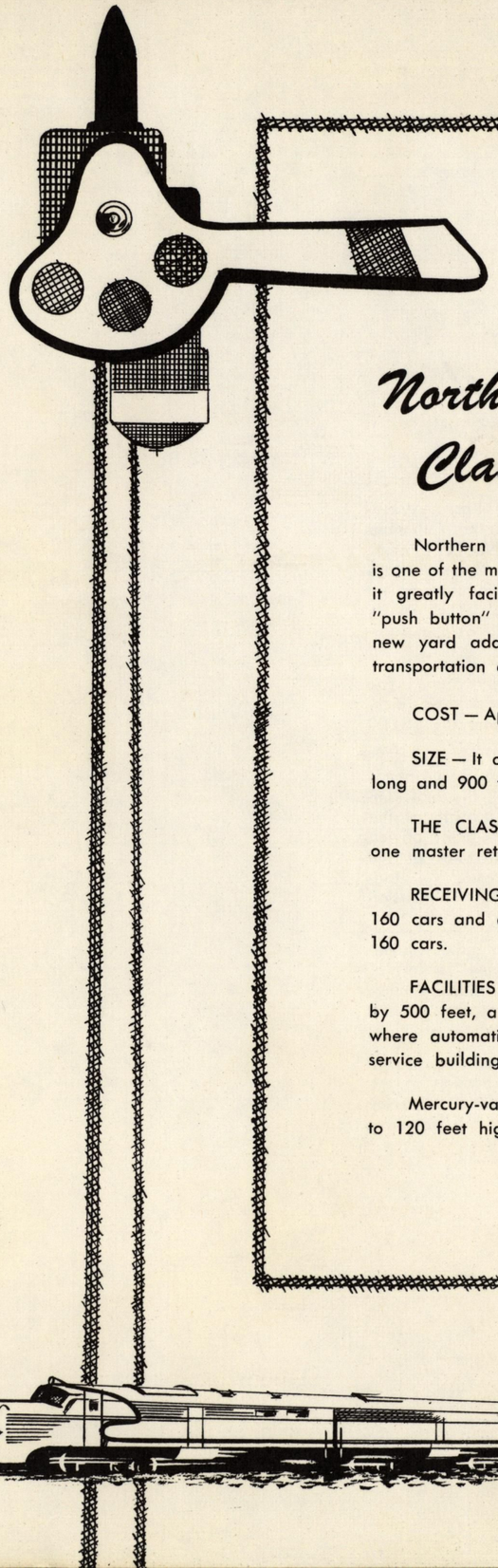
UPPER RIGHT — The Tri-Cities are proud of their recreational facilities. Shown here is Sacajawea Park, in Pasco. Boating is one of the most popular sports in the Tri-Cities.

LOWER RIGHT — Irrigation canals such as the one shown here criss-cross the Columbia Basin Irrigation Project, bringing new land into production every day.

LOWER LEFT — The mammoth Hanford Works, operated by General Electric Co. for the U. S. Atomic Energy Commission.

LEFT — The newly completed bridge that connects Pasco, Kennewick and Richland. Four-way traffic flows over this bridge.





Northern Pacific's New Classification Yard

Northern Pacific's new Pasco freight classification yard is one of the most modern in America. Electronically operated, it greatly facilitates Northern Pacific service by means of "push button" switching and makeup of freight trains. The new yard adds further to Pasco's stature as an important transportation center.

COST — Approximately $5½ million.

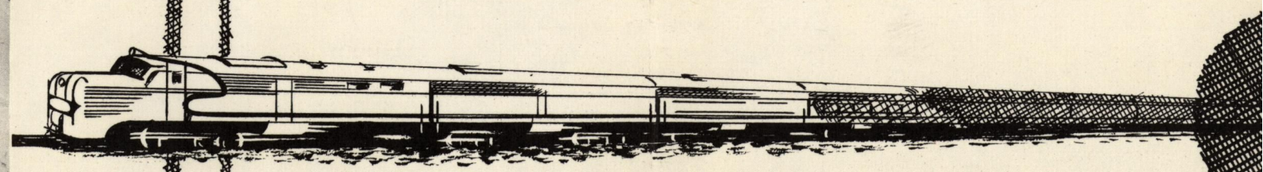
SIZE — It contains 77 miles of track in an area 4½ miles long and 900 feet wide.

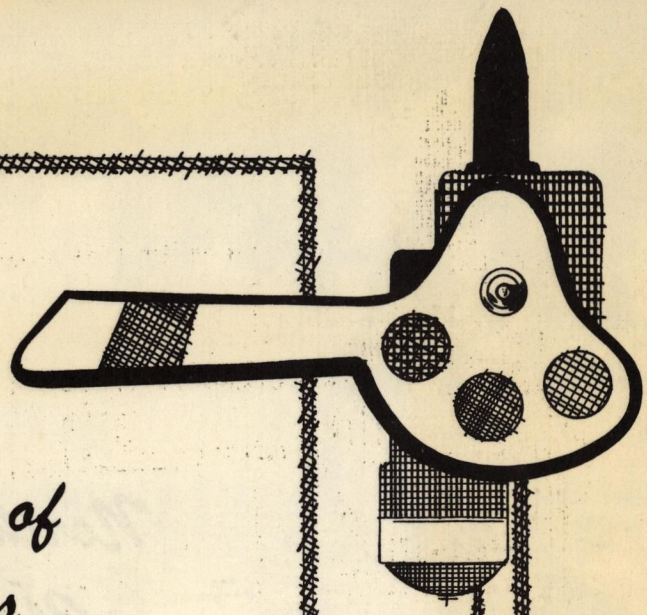
THE CLASSIFICATION YARD proper contains 47 tracks, one master retarder and five group retarders.

RECEIVING YARD tracks have a capacity of 150 and 160 cars and departure yard tracks a capacity of 135 and 160 cars.

FACILITIES also include a modern car repair shop 75 by 500 feet, a 5-story yard-retarder building, a Crest office, where automatic switches are controlled for classifying cars; service buildings and several miscellaneous buildings.

Mercury-vapor flood lights, mounted on 8 towers up to 120 feet high, permit 'round-the-clock operation.



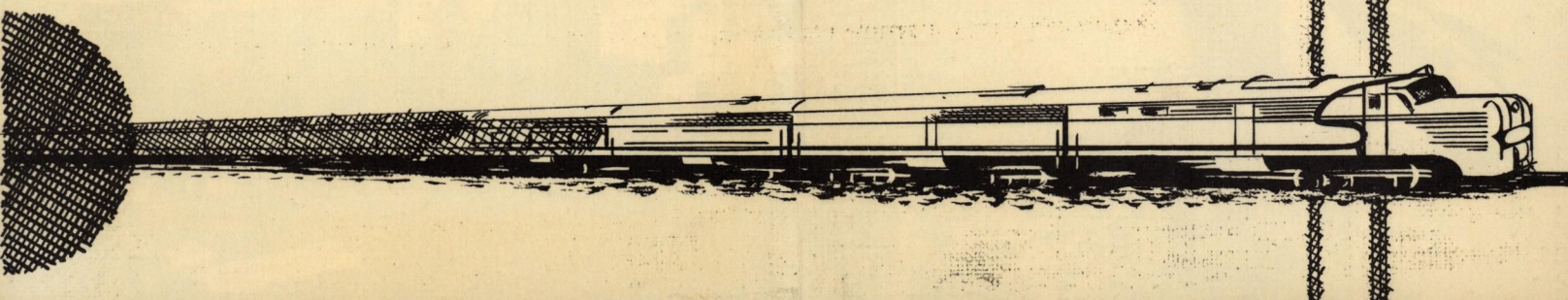


The Progress of the Tri-Cities

Transportation has paced the progress of Pasco, Washington, the southern gateway to the billion dollar Columbia Basin Irrigation Project. The dedication of the Northern Pacific Railway's gigantic automatic classification and retarder yard marks an important milestone in its transportation history. It graphically illustrates the destiny that the Tri-Cities of Pasco, Kennewick, and Richland, Washington will fulfill as the transportation hub of the Columbia Basin.

Growth has been dramatic in the Tri-City area. The combined total populations of Pasco, Kennewick and Richland, and their immediate trade areas now passes the 85,000 mark, and is still climbing at an accelerated rate.

This substantial growth is based on a diversity of economic factors, of which rail transportation is one of the most important. Other important contributions to the growth of the Tri-Cities are the availability of low cost hydro-electric power, natural gas, the never failing clear water supplies of the mighty Columbia River, and the industrial colossus, the Hanford Works, operated for the U. S. Atomic Energy Commission by the General Electric Company.

The agricultural achievements of the billion dollar Columbia Basin Irrigation Project grow with each new section of land that comes under irrigation. The combination of these factors points to a sound but dramatic growth for the Tri-City area of Pasco, Kennewick and Richland, Washington.

The Tri-Cities many advantages have attracted a large share of Columbia Basin's trade. The ideal location of the three communities has already attracted the attention of many industries who wish to serve more efficiently, and at lower costs, the expanding Columbia Basin area.