

KANSAS CITY TERMINALS

Our yard facilities at Kansas City are operated jointly with the Kansas City Southern. There are two train yards involved. Our East Kansas City yard is designated as an inbound train yard where both railroads' inbound trains arrive and are switched for deliveries to our own industries and connecting lines business.

We have three scheduled trains into Kansas City at present:

#75 due at 5:00 AM
#65 due at 1:30 PM
#2/65 due at 11:45 PM

All trains are supposed to be blocked, and with normal arrivals and proper blocking, deliveries to connecting lines are made promptly. Our delivery schedules call for the following deliveries in connecting lines outbound yards:

To:

SANTA FE—Noon and Midnight

FRISCO—2 PM and 9 PM

MKT—9 AM

CRIP—9 PM

UP—4 AM and Noon

MOP—About 45 minutes after train arrival. We have a 4 track connection in the East Yard area adjacent to the MOP where interchange of receipts and deliveries are made.

KCS—Interchange timing is made when train is completely switched in East Yard and then the road-haul cars for the KCS are shuttled to Knoche Yard (Outbound Yard) at least twice daily at about 3 AM and Noon.

CBQ—4:30 AM and 6 PM

CGW—9 AM and 11 PM

GM&O—3 PM and 6 PM

N&W—5 AM and Noon

K. C. TERMINAL—5 AM at Mill St. Yard
(All except cars for Montgomery Ward which are delivered at 11 PM in the Blue River Yard.)

BROADWAY YARD—9 AM

COBURG YARD—9 AM

STOCKYARDS—When necessary to deliver or pick up

All deliveries as noted above, with the exception of the MOP and the KCS, are made direct in the outbound train yard of the connecting line to facilitate

handling. We do not deliver through an intermediate, such as the Kansas City Terminal, but simply use the Kansas City Terminal's trackage to get from one place to another. Our inbound yard office and Superintendent's offices are located in our East Yards.

Our receiving yard and outbound train yard is located in the Knoche Yard, which is adjacent to and directly west of the East Yards. Our outbound yard office is located in the west end of Knoche Yard (the KCS yard office is located in the east end of Knoche Yard). All connecting lines deliver to us in this yard, where transfers are switched for outbound movement, and local industry cars must be shuttled to the East Yard.

We have three outbound scheduled trains from Kansas City:

#64 due out 7:00 AM

#86 due out 5:20 PM

#70 due out 9:00 AM

Trains #64 and #86 handle our perishable and preferred traffic, and carries an one hour cut-off. We generally adhere to a 4 hour cut-off on dry freight. Trains are blocked according to instructions when departing from here.

Our TOFC facilities are located in the Knoche Yard area in a very serviceable position. Cut-off times of TOFC shipments are 5:00 AM for #64 and 4:00 PM for #86.

Within the Milwaukee-KCS joint agency setup, there are various yards for service of industries primarily. The Broadway Yard is wholly Milwaukee Road owned and all industries in this area are Milwaukee industries and we collect switching charges. The Coburg Yard is a jointly owned facility. However, the Cargill Elevator located in this yard is totally Milwaukee, similar to our Broadway industries. The Milwaukee Freighthouse prior to our joint agency affiliation was operated in the West part of Kansas City, Missouri, 3 or 4 blocks from the Missouri-Kansas state line. It still remains on property which is included as Milwaukee-KCS jointly owned property.

Various other yards, such as the Elmdale Yards, Wyandotte Street Team Tracks, Henning Street Yards (where our present MILWAUKEE-KCS Joint Agency Freighthouse is located), Fifth Street Yards in Kansas and Armourdale Yards in Kansas, are all part of and served by the Milwaukee-KCS Joint Agency, although industries in these areas are wholly KCS where they collect all switching charges.

The Greater Kansas City Switching Zone comprises Kansas City, Missouri, Kansas City, Kansas, North Kansas City, Missouri, Sugar Creek, Missouri,

KANSAS CITY TERMINALS

Claycomo, Missouri, Lenexa, Kansas, as well as various districts of Kansas City, Kansas known as Fairfax, Armourdale, Rosedale, and Argentine.

The TOFC Commercial Zone includes the above and even extends beyond in all directions.

Kansas City is unique in that with only a few exceptions, all industries served by rail are open to reciprocal switching and in addition, many of our connecting lines have open team tracks.

Our operations here are computerized, and the Sales

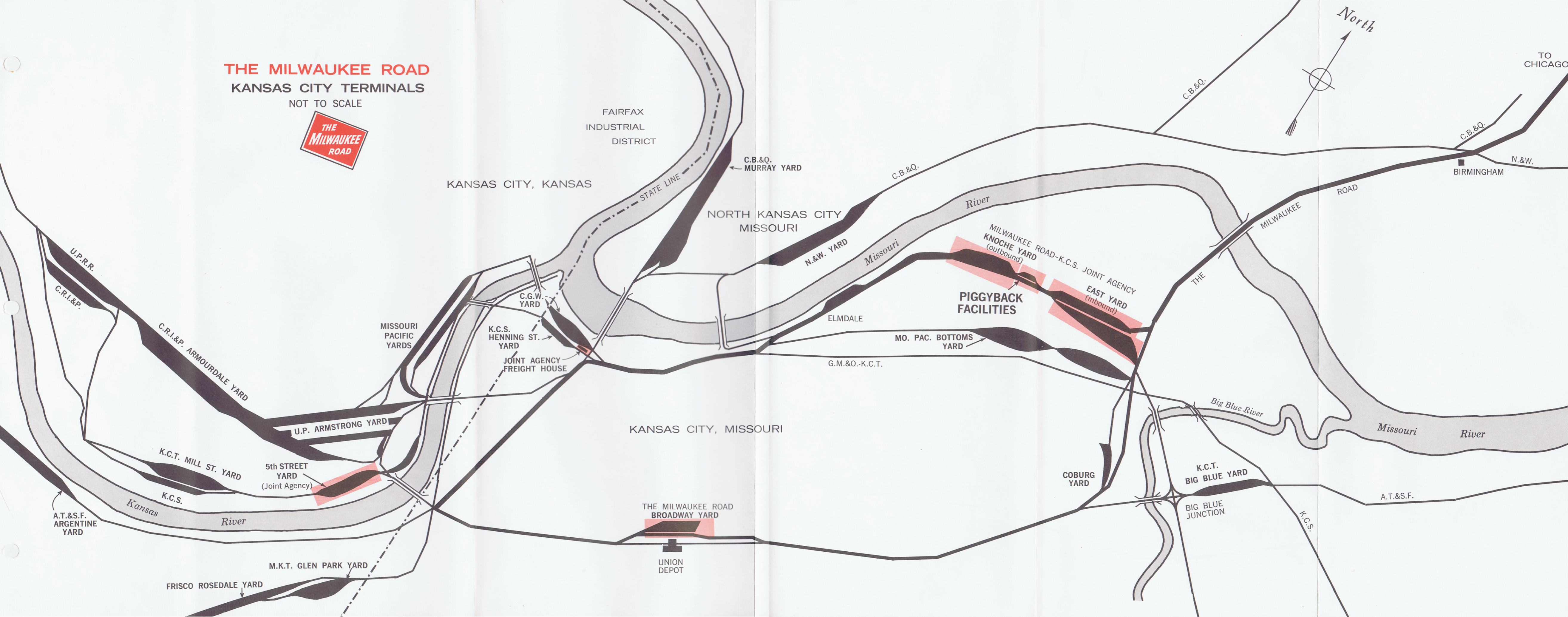
& Service Department receives a copy of all of the pertinent information such as interchange, on hand, inbound and outbound train lists, etc., so that we are in a position to give immediate information relative to tracing of cars.

We are on the Milwaukee Road's telephone communication system, and also have Company printers and a Western Union Telex machine in our office.

The various facets entering into accounting, personnel, power, and so forth, are complicated, and will not be covered in this report.

THE MILWAUKEE ROAD KANSAS CITY TERMINALS

NOT TO SCALE



FAIRFAX
INDUSTRIAL
DISTRICT

KANSAS CITY, KANSAS

NORTH KANSAS CITY
MISSOURI

KANSAS CITY, MISSOURI

THE MILWAUKEE ROAD
BROADWAY YARD

UNION
DEPOT

North

TO CHICAGO

BIRMINGHAM

Missouri River

Big Blue River

Kansas River

U.P.R.R.
C.R.I.&P.

C.R.I.&P. ARMOURDALE YARD

U.P. ARMSTRONG YARD

K.C.T. MILL ST. YARD

5th STREET
YARD
(Joint Agency)

A.T.&S.F.
ARGENTINE
YARD

FRISCO ROSEDALE YARD

M.K.T. GLEN PARK YARD

K.C.S.
HENNING ST.
YARD

JOINT AGENCY
FREIGHT HOUSE

MISSOURI
PACIFIC
YARDS

C.G.W.
YARD

ELMDALE

MO. PAC. BOTTOMS
YARD

G.M.&O.-K.C.T.

PIGGYBACK
FACILITIES

MILWAUKEE ROAD-K.C.S. JOINT AGENCY
KNOCHE YARD
(outbound)

EAST YARD
(inbound)

COBURG
YARD

K.C.T.
BIG BLUE YARD

BIG BLUE
JUNCTION

A.T.&S.F.

K.C.S.

C.B.&Q.

C.B.&Q.

C.B.&Q.

N.&W.

MILWAUKEE
ROAD

THE