

Livingston Shops Reopen

We are no longer dependent on outside sources to keep our locomotive fleet running! That task is now handled at the Livingston Running Repair facility.

The formation of a new company, Livingston Rebuild Center (LRC), was announced on February 15. The fledgling company, a venture of Dennis Washington, owner of Montana Rail Link, will occupy the Livingston Shops and specialize in contract work for the repair and remanufacture of railroad locomotives and freight cars.

Montana Rail Link leases space from LRC for running repairs to its locomotive fleet. Operations began March 1 under the direction of John Wiesch, general mechanical foreman, and are centered in a building with five run-through tracks. There are currently 27 people employed on a two-shift operation capable of handling up to nine units per day. Employment could expand to forty. All light repairs to locomotives (required FRA inspections, changing component parts, etc.) can be accomplished at the facility. Heavy repairs (traction motors, prime-mover work, etc.) will be handled by LRC elsewhere in the shop complex.

The establishment of LRC at the Livingston complex is significant because the once bustling facility has been idle following closure by the Burlington Northern several years ago. At a meeting with Livingston civic leaders in April, Chairman Dennis Washington stated, "This is the first step in what we envision to be a most exciting opportunity to return



MRL 202 on the transfer table at Livingston April 7, the first locomotive painted at the Shops complex.

valuable assets to productive service. The shops afford an opportunity to attract work to the state of Montana and Livingston in particular, where we hope to take advantage of a highly skilled and productive work force to compete with major repair facilities in the Midwest."

Terence A. Monaghan was named president of the company April 7. Monaghan was employed by the Electro-Motive Division of General Motors for more than twenty-four years, most recently as superintendent of manufacturing in LaGrange, IL. While holding a variety of technical and management positions with Electro-Motive, he has gained consid (continued, see SHOPS, page 4)

MRL A SAFETY LEADER

For the first quarter ended March 31, our safety record is:

Frequency: 5.97 (12 incidents)

Severity: 12.94 (26 days lost)

F/S Ratio: 0.39 (401,650 hrs. worked)

Compare this to the frequency rate of other railroads for the same period:

1. Southern Pacific	4.00
2. Conrail	5.70
3. Norfolk Southern	5.89
4. CSX	5.88
5. Santa Fe	6.32
6. Union Pacific	6.66
7. Amtrak	6.98
8. Burlington Northern	7.47

(continued, see SAFETY, page 2)

SAFETY (from page 1)

9. Chicago & North Western 7.56

The figures show that MRL is, indeed, a safe place to work. Bernie Bidwell, director of operations services heads the safety program and is pleased with the results. Bernie stated, "This is a great start for 1988. Let's all continue this fine effort and see that it is maintained or improved upon. Our personal well being is in the best interest of all of us and our families!"

Golfing....

Laurel lead utility man Gary Funston is organizing a Laurel/Billings area golf league which will play on Mondays at the Lake Hills GC in Billings. The league is intended for anyone — experience is not a prerequisite — just a desire to have some fun. If you are interested, please contact Gary at his home, 656-5015 or call Sunny Hoffer at 628-7107 or company #8-535-2200.

June 18 has been selected for an MRL golf tournament to be held at the Hamilton Golf Course at Hamilton, MT. Tee times start at 9:30 AM. The entry fee is \$10.00 for employees and all others (spouses, friends, etc. \$20.00). Food and beverages will be provided and prizes will be awarded to the biggest sandbaggers, shortest drive, longest drive and a club throwing contest. Four-person teams, scramble format will be used. Sign up with Gary Widle or Dirk Cloninger.

ENGINEER TRAINING PROGRAM IN PLACE

Montana Rail Link's locomotive engineer training program is off and running with 20 utility operating employees participating in classes at Laurel and Missoula.

This innovative approach to training locomotive engineers, developed in association with the Brotherhood of Locomotive Engineers, centers on individualized instruction, taking up to seven months to complete.

Service On Alder Branch Reinstated

Montana hay is in demand in Texas and other areas of the south because of its high protein level (18 to 22 percent compared to southern hay at 7 to 9 percent). Many cars have moved from various points on MRL this year. In response to the need of a hay shipper, service on the Alder branch was reinstated Sunday, February 7. Engineer Elven Lee Marshall and lead utility man Dan Nelson with engine 1931 and two 70' bulkhead flat cars for hay loading arrived at Twin Bridges in the afternoon, causing quite a stir in the community according to Twin Bridges Mayor Dave Johnson. Assistant trainmaster Louis Yelenich and roadmaster Pete

The program is directed by assistant trainmaster Dave Swanson and manager of training Cliff Jacobsen. Jacobsen was formerly general road foreman of engines with the Burlington Northern and has extensive experience in the air brake department. Swanson has twenty years experience in engine service. Paul Adams, BLE representative to the program, serves as an instructor and employee liaison.

During the first three weeks of instruction, prospective engineers hit the books. This period of classroom training covers operating rules, air brake (train handling), and mechanical (operation of EMD and GE diesel locomotives). The remainder of the training is "on the job" in the locomotive cab under the supervision of qualified locomotive engineers. The trainees will gain experience operating in helper, switcher and through-freight service.

Every non-promoted operating employee with MRL will have the opportunity to participate in this program. Also, promoted engineers will receive additional training in a separate program designed to enhance existing skills and experience.



Hay destined for Texas being loaded at Twin Bridges, MT February, 1988.

Christensen were aboard also. Larry Huff, MRL marketing manager was on hand to observe the first cars being loaded and to discuss future business opportunities with the shipper, Cortland Barney. This service represents another phase in MRL's policy of improved service on our branch lines. The Ruby Valley area has potential for additional traffic, including grain.

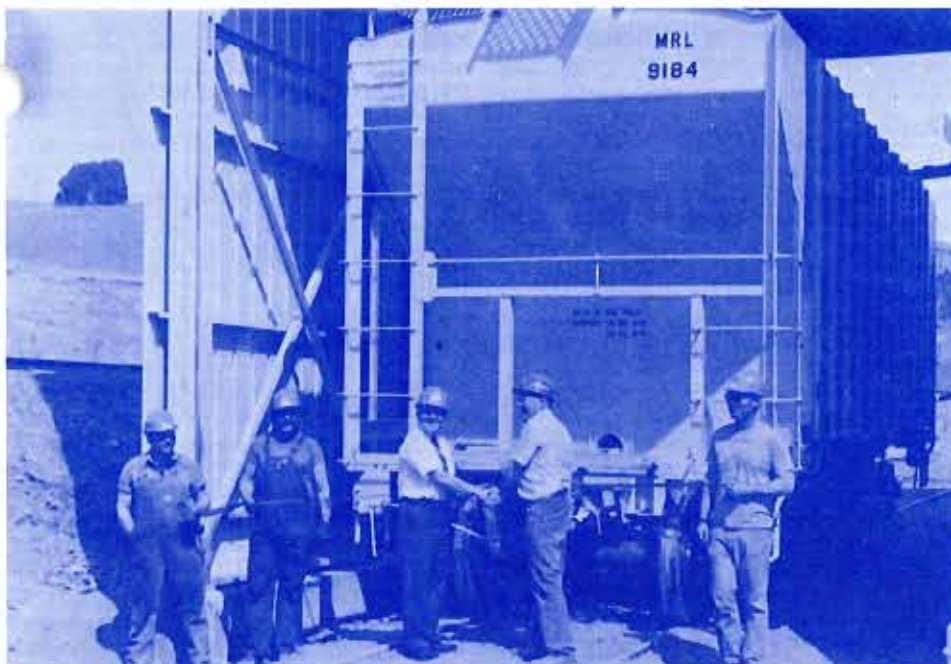


Stone Container, Pennwalt Chemical of Portland, OR, Missoula Rural Firefighters, Missoula Fire Department and MRL hosted a hazardous material handling seminar April 9 at Missoula. Participants were able to view first-hand how railroad tank cars work and what to do in the event of an emergency. Bernie Bidwell, director of operations services, Mel Dinis, chief mechanical officer and Chuck Galer, general mechanical foreman, were on hand to provide information.

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Readers are invited to submit news items and comments to the editor.



Cominco, Inc. began shipping phosphate from Phosphate, MT to Trail, BC April 12. On hand for the placing of the first car at the new loading facility were, left to right, sectionmen Jack Clawson, Bill Kulaski, MRL director of marketing Clark Jones, Hugh Moore, Cominco asst. manager, and section foreman Russ Hays.

MRL CAPS AVAILABLE

Because of the number of requests received from employees for extra MRL caps, we are offering an opportunity to order them for family members at \$4.25 each, limit 5 per employee. Use the order form below, enclosing check payable to Montana Rail Link. Deadline for orders is June 10. The order will be placed with the manufacturer after that date. Laurel, Livingston, Helena, and Missoula will be the distribution points. Please indicate location where you want to pickup your order.

Name:			
Address:			
Phone:			
# Hats:	☐	Location:	
Mail to:	CAPS c/o MRL P. O. Box 8779 Missoula, MT 59807		

Keeping Track

Montana Rail Link Personnel Changes

Effective January 15, 1988:

Pennie J. French appointed assistant purchasing agent. French has served as a clerk in the general offices.

Effective February 29, 1988:

John C. Wiesch appointed general mechanical foreman with responsibility for the Livingston Running Repair facility. Wiesch had been general foreman with the ICG at Woodcrest Shops in Chicago.

Daniel T. Smith appointed general foreman of the Livingston Running Repair facility. Smith had been mechanical foreman with the ICG at Woodcrest Shops in Chicago.

Effective March 27, 1988:

Frank M. Fessenden appointed general foreman/Livingston Running Repair. Fessenden had been general foreman at Laurel since startup.

Robert B. Brewer, Jr., promoted to general foreman/Laurel. Brewer had been a machinist at Laurel since startup.

Effective February 1, 1988:

Sharon J. Prinzing appointed personnel manager. Prinzing had been director of employee involvement with Montana Resources in Butte.

Effective February 16, 1988:

G. Jay Lentzner appointed design and maintenance engineer. Lentzner had been engi-

neer of environmental control with the Soo Line Railroad in Minneapolis.

Effective March 14, 1988:

Anthony P. Dunn promoted to assistant director general accounting. Dunn previously served as manager of inventory and property accounting.

Terry J. Hoke appointed director of revenue accounting replacing Thomas King, resigned. Hoke had previously served as Director of Car Service.

Orson E. Murray appointed operation specialist reporting to vice president operations with responsibilities involving coordination among operations, marketing, agencies, accounting, freight claim investigation and supervision of the YMS/Compass area. Murray previously served as a consultant to MRL on operations matters.

R. Dirk Cloninger appointed manager of cost and financial analysis. Cloninger has an MBA from the University of Montana and was formerly on the professional golf circuit.

Gayle M. Sheahen appointed manager car hire. Sheahen had served as a clerk in the accounting department.

Laurie S. Wilson appointed manager interline/local traffic. Wilson had served as a clerk in the accounting department.

Effective April 4, 1988:

Lynda M. Frost appointed assistant purchasing agent. Frost had been an executive

secretary with the Washington Corporations.

Effective April 11, 1988:

Derek D. Nelson appointed marketing cost analyst. Nelson has a degree in economics from College of the Holy Cross in Worcester, MA.



B&B carpenter Bill Huffman, center, received a check for \$100 and a thank you from Rich Keller, chief engineer, right, and Dave Cook, B&B supervisor for his prompt action in observing and stopping a train with a burned off journal.

In another incident, Helena clerk Carl Byers alertness and prompt action in stopping Train 21 at Helena December 19 with a hot box, averting a derailment also resulted in an award of \$100. Alertness pays off for everyone!

SHOPS (continued from page 1)

erable experience with all the major carriers in the United States and thus brings with him a unique familiarity with the operating environment.

Currently, the shop's buildings are being refurbished and a business plan is being developed to attract work to the facility. The Company will also investigate opportunities beyond the railroad industry that are compatible with the capabilities of the complex. Hiring will begin in the near future and employment could reach the 350-400 level in time.

NEWS BRIEFS

40,000 ties will be installed on the east end of the railroad by a tie gang headed by foreman Marty Rau that began working May 2. The gang will install 25 track miles of CWR between Missoula and Sandpoint later in the season.

A new 8000' controlled siding for meeting and passing of trains will be installed this year at Lombard which will greatly enhance our ability to get traffic over the road.

Montana Public Service Commission hearings on the MRL petition on depot closings have been completed at Hamilton, Darby, Superior, Paradise, Thompson Falls, and Polson. A decision from the commission on whether to allow the closings is expected within 45 days.

Direct inward dialing is now in use at the Missoula general offices. The new general telephone number is 406/523-1500 (switch board). A new Company telephone book is due off the presses in the near future.

U.S.Sprint Communications is using the MRL right-of-way between Huntley and Sandpoint for a fiber-optics cable, part of a Fargo - Seattle link under construction this season. They will have an installation crew of 400 to 600. All concerned are urged to keep safety first and use caution when in the vicinity of these crews. The cable is part of a system that ultimately will link London, England with Tokyo, Japan.

CARS (Centralized Agency Reporting System), a computer program to keep demurrage and switching records developed by Burlington Northern Railroad has been acquired by MRL. This system keeps track of car orders, placement and release of cars and provides the customer with an accurate bill detailing all of the information.

Medical Plan/Questions & Answers

Meetings to inform employees about the medical plan were held at various points over the past month. A number of questions were raised at these meetings which should be of interest and are answered below:

1. Daughter is to have surgery for crossed eyes. Is this cosmetic surgery?
A. This would be surgery for muscles and would be eligible charges.

2. Do vasectomies and tubal ligations require second opinions?
A. No.

3. If physician bills for maternity services lump sum, when will the plan reimburse the employee?
A. At delivery.

4. Do biopsies require a second opinion?

A. No. Diagnostic procedures such as biopsies and scopes to determine the nature, source, kind or extent of an illness or injury would not require a second opinion.

5. Is lens implant surgery covered on the plan?

A. Radial keratotomy is not covered but medical problems necessitating lens implant is covered.

6. Are marriage license blood tests eligible charges?

A. No. They are routine electives.

**Montana
RAIL LINK**

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