

A message from our president

Montana Rail Link marked its 10th Anniversary on October 31. We are a company that has learned a lot about itself and its customers during the past ten years and, as with most anniversaries, it's a great time to reflect on the past and contemplate the future.

I find the following facts particularly interesting: employment has doubled to approximately 1,186; we have transported more than 2.7 million carloads of freight; you have earned over \$40 million in employee profit sharing; and we have invested approximately \$200 million in capital improvements. This year alone we have moved 213,000 carloads through the third quarter. Interestingly, of the initial 550 people hired during the first couple of months of operation, 437 are still with us. We have pioneered many issues in labor/management relations and operating philosophies that have been adopted, at least in part, throughout our industry. Perhaps most importantly, we have provided opportunities for young people to obtain good jobs, pursue careers and raise families.

Ten years ago it would have been difficult to anticipate such dramatic growth. Operations began at midnight and by 2:00 a.m. we were already \$3 million in the hole due to vandals derailing three locomotives on Bozeman Pass. Today, we are growing, both here and internationally; and receiving global recognition with our business activities in Argentina, Chile and Brazil. Recently, a group of Australians approached us about building and operating a new railroad in the land "down under."

Ten years ago, who could have foreseen the acquisition of our sister rail properties Southern Railway of British Columbia and I & M Rail Link or our contract car and locomotive facility in

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Newsbriefs

■ Milepost 10...Montana Rail Link marked its 10th Anniversary on October 31.

Throughout October, the milestone was celebrated in Laurel, Livingston, Helena and Missoula with special picnics featuring activities for the families. Each employee received a commemorative embossed print of a locomotive and vacation trips to Cancun, Mexico, for two people were given away at each location.



■ Landmark changes hands...The historic Northern Pacific

depot in Missoula was acquired by Montana Rail Link on October 15. At the head of Higgins Avenue in downtown Missoula, the building is an anchor for this historically significant area. The architectural firm of Reed & Stem of Minneapolis designed the three-story, 15,300 square-foot building that opened in 1901. The Burlington Northern Railroad, successor to the NP, used the

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Missoula carman Gary 'Spud' Padilla receives Governor's Recognition Award at the Montana Medal of Valor Ceremony



Padilla, left, being presented with a Medal of Valor by Montana governor Marc Racicot at ceremonies held in the Capitol Rotunda in Helena on August 8, 1997. Spud's father, Sham, a retired Burlington Northern carman is on the right.

This came about as a result of an incident on July 17, 1996, when two-year old Katelyn Wagner wandered where no children should ever go, MRL's busy railroad yard in Missoula. Josh Gawronski, a 16 year old boy who likes to spend time watching trains from the Scott Street bridge, noticed the child dodging under moving rail cars and called it to the attention of **Gary Padilla**, a train yard carman. Padilla immediately radioed the assistant trainmaster to stop all switching activity. He then located the girl, grabbing her as she came out from under a tank car, just inches away from tragedy. Gawronski also received a medal of valor. ●

Newsbriefs (from page 1)

building as a division headquarters until 1986 when it was sold to a private party and converted for use as a micro brewery, pub and restaurant. The firm of L'Heureux Page Werner, PC has been retained to design and oversee an interior renovation. The space will then be leased for offices and shops.

■ **Business news and views...** Yellowstone Pipeline/Conoco/Exxon will begin moving gasoline and other fuels by rail from their new terminal in Missoula to Thompson Falls starting in early April. In order for the Thompson Falls terminal to be switched without occupying the main track, additional track was installed. The new terminal in Missoula has a capacity to load up to 60 cars per day. One hundred and fifty new 30,000 gallon tank cars were acquired by Conoco from Union Tank Car for this service. This movement via rail is the result of the pipeline being closed on the Flathead Indian Reservation north of Missoula in 1995. Following a brief period of movement by truck, it was converted to rail with the reopening of a smaller terminal in Helena. The new terminal enables YPL to move all of their products over the gap in the pipeline by rail.

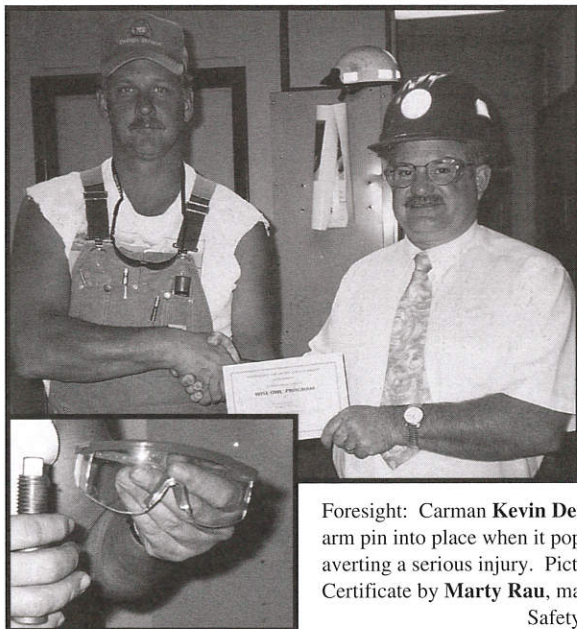
Hecla Mining is preparing to ship lead/silver concentrates from Idaho's Silver Valley near Wallace to Mexico and British Columbia. It will be trucked to a reload point near Superior, MT for movement by rail. The volume is expected to be three cars per week.

Darby Lumber is now shipping logs from Huntley and Helena to their sawmill in Darby. Shipments from Townsend will start in the near future. Stone Container began shipping pulp logs from Helena and Laurel to their plant at Schilling where they are chipped.

MRL, BNSF and CSXT recently participated in the movement of a wood chip dryer manufactured by P&S Fabricating in Missoula for Westec America, an engineering firm based in Tigard, OR. The excessive dimension shipment departed Missoula on December 21 arriving at its destination in Quitman, GA, on January 5, the day the customer wanted it (see photo on next page).

■ **United Way Success...** Dennis Meyer, MRL coordinator for the Missoula County United Way Campaign for 1997 reports that 67 employees contributed for a total of \$12,301. In addition, \$1,096 was realized from the raffle of a Sony 32" television set. The \$13,397 is an increase of \$2,357 over last year's amount.

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Foresight: Carman **Kevin Denman** was driving a car door adjustment arm pin into place when it popped out striking his safety glasses thereby averting a serious injury. Pictured here, Kevin is presented a Wise Owl Certificate by **Marty Rau**, manager, training, rules and safety.

Safety glasses save sight!

In Memoriam

TROY R. STUTTERHEIM
1975-1997

a switchman at Laurel Yard, died of internal injuries suffered in an accident after falling under a car on October 16. Mr. Stutterheim had been with the company for ten months. His death is a tragedy felt throughout the MRL organization. Our heartfelt condolences go to his wife and family.

DONALD RAY ALLISON
1951-1997

a car distributor, died on December 12, at his home in Missoula. Mr. Allison joined MRL in 1987 after having been with the Burlington Northern and served in various capacities in the Customer Service Department.

R. R. B.

Effective immediately, the Railroad Retirement Board has discontinued using a post office box. All mail should be directed to: United States Railroad Retirement Board, Room 101, 2900 Fourth Avenue North, Billings, MT 59101-1266. The office hours are 9:00 a.m. to 3:30 p.m. Monday through Friday except holidays. Phone 406-247-7379, FAX 406-247-7375.



BlueCross BlueShield
of Montana

Health Insurance Claim Questions?
Call **Blue Cross/Blue Shield of Montana**

in Helena, toll free at
1-800-447-7828

or for preauthorization of treatments,
call

Managed Care Montana
1-800-635-5271

Message (from page 1)

Tacoma, WA, Coast Engine and Equipment? These acquisitions came about largely due to the success we've achieved with Montana Rail Link.

I have always believed in Peter Drucker's famous axiom: "Businesses fail because managements fail." I also believe success is a shared experience and that this company has been successful through the combined efforts of our exceptional team of employees. As we look forward, our challenge will be to continue and exceed the success we have enjoyed in the past.

There is no doubt that this company will face many challenges as we embark on our journey to the future. Just as it would have been difficult to predict ten years ago the challenges that brought us to this anniversary, so too will it be difficult to anticipate the future. We should take comfort in the fact that the foundation is solid, and our value systems and philosophies are proven.

If we can continue to understand that we are, in fact, a "Service Industry" in relation to our customers and never lose sight of the fact that we are more than ever a "People Business," exceeding our past success should be well within our grasp.

Happy anniversary!

Bill Rudy

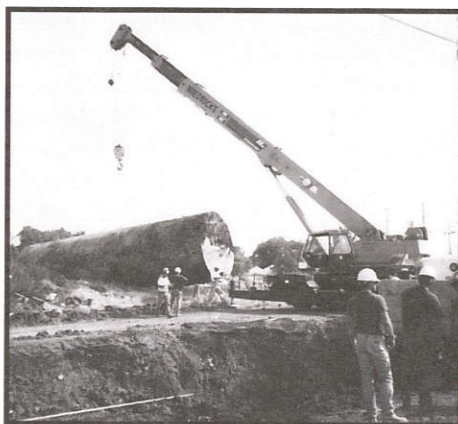
Q&A

I recently had a birthday and noted that the tax deduction on my check for Excess Life increased. What is Excess Life and how am I taxed?

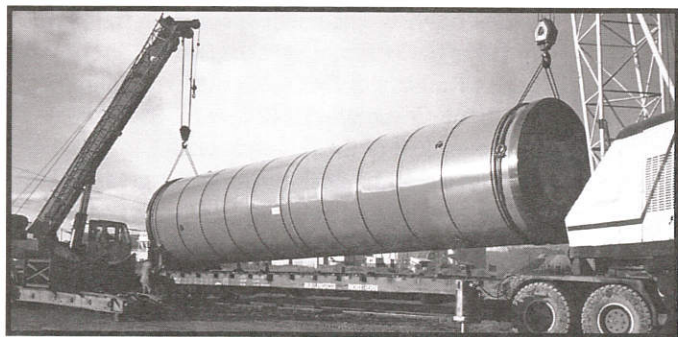
Group Term Life Insurance coverage equal to two times the annual salary, minimum \$150,000, is one of the benefits MRL provides its employees. The tax laws consider coverage in excess of \$50,000 a taxable fringe benefit (IRC 98, §79)—Excess Life. The tax rate per \$1,000 of coverage is based according to the age of the employee using the following table:

Under age 30	\$0.08	50-54	\$0.48
30-34	\$0.09	55-59	\$0.75
35-39	\$0.11	60-64	\$1.17
40-44	\$0.17	65-69	\$2.10
45-49	\$0.29	70 & above	\$3.76

This is taxed on the second pay check of the month. Note: Voluntary Group Life Insurance is not subject to this tax.



Installation of a new 200 gallon per minute capacity oil/water separator system at the Laurel Round House ▲ was completed in September 1997. The work included removal of the old tank, pictured here on August 12, which was replaced with a new, 15,000 gallon tank. The project cost approx. \$120,000. J. Riesinger photo.



▲ MRL, BNSF and CSXT handled a wood chip dryer, an excessive dimension shipment, pictured here being loaded on a flat car at Missoula on December 19. P&S Fabricators at Missoula manufactured the machine for Westec America for installation at a paper mill at Quitman, GA.

Safety on our railroad

Safety must drive every decision that is made. It is the most important measure of our organization's success. What is it all about? Why the big push? We're not just talking about employee safety, which is extremely important, but the safety of the public as well. It's about reducing accidents and damage to our customers' cars and commodities. It's about protecting our environment. It's about being responsible corporate citizens. From our perspective, yours and mine, the safe operation of MRL is our most important job. We all have a stake in it. Pure and simple, it's our job!

We have to do better. Although we have improved, too many people have been injured and we've had too many accidents. We have to believe that every accident is preventable. The public views us with a very wary eye; some question our ability to operate safely. We're better than that. Look at the quality of the people here at MRL. In fact, with that in mind, there is nothing preventing us from being the best in the industry at safe railroading.

We've got a perfect opportunity to demonstrate that we are the best in 1998. The groundwork is done and the foundation is in place to provide support necessary to do the kind of safe job we are capable of. As a team, we will be successful when we, as individuals, make the commitment followed by acceptance of the responsibility that goes with that commitment. Please join me in resolving to work injury and accident free in 1998. Let's reconfirm that commitment each day before we go to work.

Dan W. White

Vice President Operations

MONTANA RAIL LINK : A Capsule History

1980•10•1	Staggers Act partially deregulating railroads becomes law				Express marking the opening of their new OCC plant at Schilling
1986	Fostered by the Staggers Act, Burlington Northern begins line rationalization and spin-off program. Montana Western is the first in September 1986.	1990•10•3			Bridge 208 rebuilding project completed
1987•7•1	Montana Rail Link organized and William H. Brodsky hired as president	1990•12•3			Main line closes for one week because derailment at the Thompson River Bridge
1987•8•1	Richard L. Keller hired as chief engineer. Begins assessing the territory and hiring maintenance of way supervisors, foremen and laborers for track, signal and bridge departments.	1991•6			Rebuilt locomotives 151 and 651 emerge from LRC shop
1987•9•15	J. Fred Simpson hired as executive vice president. Begins task of organizing marketing, purchasing, and personnel functions	1991•6•1			MRL begins to participate in shipments of copper concentrate originating at MRI in Butte
1987•10•31	Operations begin with 536 employees	1991•7			Scenes for Robert Redford motion picture <i>A River Runs Through It</i> filmed at Bozeman
1987•11•4-6	Interstate Commerce Commission (ICC) holds hearings in Missoula on BN/MRL transaction	1991•11			Polson line rehabilitation completed
1987•12•19	First Missoula Santa Express with locomotive engineer Dan Sloan as Santa	1991•12•1			Engineer certification starts
1987•11•18	Federal judge sets aside Montana's caboose law—FRED's and MARY's take over	1992			MRL assists with Argentine rail privatization program with NCA start-up
1988	ICC rules MRL transaction valid	1992•4			New electronic scale installed at Livingston
1988	10th Sub reopened between DeSmet and Dixon for use as secondary main line	1992•4			100 new 100-ton, low-cube hoppers placed in service (MRL 9100 series)
1988•1	UPI rates the MRL transaction as Montana's No. 1 news story for 1987	1992•4•16			New Customer Service Department organized by consolidating Compass/YMS and Customer Billing
1988•1	MRL newsletter begins publication	1992•8•17			NCA personnel arrive from Argentina for a two-week training program
1988•2•7	Service to Twin Bridges begins	1992•9			MRL participates in the Railway Supply Association meeting in Chicago
1988•2•15	Livingston Rebuild Center reopens former BN shop	1992•10•13			MRL acquires "GAP" line between Helena and Phosphate plus the Whitehall to Spire Rock line
1988•3	Employees receive first profit sharing checks	1992•12•4			MRL 21001 emerges from LRC, the first of 250 ex-Railbox cars converted to 100-ton capacity
1988•3•1	Livingston Running Repair diesel shop opens	1993			Second order of 100 hi-cube box cars arrives from Gunderson in Portland, OR (11000 series)
1988•4•12	Cominco becomes first major new customer with opening of new loading facility at Phosphate	1993•4			Direct deposit for payroll begins
1988•6	First annual Missoula Golf Outing held at Hamilton	1993•8			Mullan Tunnel track and drainage system rehabilitated
1988•7•5	Missoula Transportation Center opens and train dispatching relocated from Billings	1993•3•18			First train of ballast from Pipestone Pit
1988•10•17	100 new 50 foot hi-cube box cars arrive (10000 series)	1994•7•27			<i>Copper King Special</i> train to celebrate Dennis Washington's 60th birthday runs from Missoula to Superior and return—temperatures reach 107°
1988•11•18	Lombard siding placed in service	1994•7•29			<i>Montana Express</i> customer appreciation train run from Billings to Livingston and return
1989•1•23	Expanded General Office Building opens	1994•10•5			Southern Railway of British Columbia acquired by Washington Corporations—Richard J. Stoeckly named president of the railroad
1989•4•13	Train dispatching territory expanded to include Jones Junction and Huntley	1994•11			New team track and dock opens in Bozeman
1989•6•28	Engine 290 painted in special Montana Centennial paint scheme	1994•12•31			Most successful year yet completed with record profits
1990	First annual employee attitude survey	1995			Locomotive fleet reaches 141 units
1990•1•28	CTC extended from Frenchtown to Superior	1995•1			Delta leadership training program initiated
1990•7•16	First test unit train of coal from Bull Mountains ships from Huntley	1995•5•31			Rail Views Limited excursion trains start operations with publicity run from Sandpoint to Missoula
1990•4•10	Business car <i>Silver Cloud</i> placed in service with a run on the Stone Container Corporations Recycling				

Safety Success: 176 complete 10 accident-free years

- 1995•6 50 new gondolas built by Trinity Industries placed in service (MRL 41000 series)
- 1995•10•1 MRL adopts a new logo
- 1995•11 New electronic scale installed at Billings
- 1995•12•31 A record year handling 304,224 revenue units, an increase of 22,174 or 7.9% over 1993, the previous record year.
- 1996•1•9 First Bull Mountains unit coal train loads at Lockwood destined Roberts Bank, BC, for export
- 1996•1•25 New yard office building in Billings placed in service with Open House on April 4
- 1996•1•29 MRL intervenes in the Union Pacific + Southern Pacific merger proceedings (Finance Docket No. 32760) with the filing of an "Inconsistent or Responsive" application with the Surface Transportation Board to acquire the so-called "Central Corridor Lines."
- 1996•6•15 First of the 110 new 51000 series covered hoppers placed in service. Built by Thrall Car in Chicago Heights, IL, they have 5,150 cubic feet, and rated for 286,000 pounds gross weight on the rail.
- 1997•4•5 I & M Rail Link, LLC begins operations.
- 1997•8•16 IMRL train dispatching cut over from Canadian Pacific to Missoula Transportation Center.
- 1997•10•11 MRL train dispatching cut over to new DigiCon system.

The following people were all employed during the first two months of operations in 1987 and have served ten years without an injury. In recognition of this achievement, they were presented commemorative brass mantle clocks. **Ted Hagemo**, director of training, rules and safety, said, "Thanks to all of these people for ten years of dedicated service and putting safety first!"

Paul Adams	Roger Fettig	Kim Kautzman	Billy Ripley
Kevin Albrecht	Fredrick Feuerbacher	Richard Keller	Lynn Roberts
John Alfson	Danny Fox	Patrick Kindsfater	Paul Roberts
Jerald Allen	Raymond Franck	Ronald Kroll	Brian Rogers
David Amsk	David Franz	Michael Lemm	Denice Rogers
Dale Atkinson	Dave Frickel	Thomas Lemm	James Russell
Terry Bankston	Gary Fritel	Josephus Lewis	James Sabol
Roderick Barber	Kevin Funk	Donald Lewis	Eric Sampson
Gerald Barnett	Jack Gabrian	Kelly Lloyd	William Scalise
Dale Bennett	Ingmar Gjersing	Gary Loeffler	Thomas Schuster
Thomas Benson	John Goforth	Richard Lund	Patricia Seabaugh
Dennis Besel	David Goodson	Charles Lunde	Fred Simpson
Garyl Beskoon	Allan Grainger	William Madsen	Dan Sloan
Leo Block	David Grauberger	Ramin Massing	Perry Smith
Donald Boltz	Dennis Greenwalt	James Maxson	Robert Spring
Daniel Boyd	Thomas Griffin	Jeffrey McCandless	Rick Stabio
Robert Brewer	Steve Griffin	Mark McGrath	Paul Stockton
William Brodsky	Douglas Grissom	Kevin Mercier	Randal Strending
Gerald Brown	Beverly Gunderson	David Metzger	David Swanson
William Burrell	Bernie Haddick	Richard Mill	Raymond Swenson
Mary Byard	Randy Harper	Steven Miller	Robert Thompson
Alex Cantrell	Pamela Harris	Thomas Miller	Linda Thomson
Octavio Cantu	Jack Hazard	Elvin Miller	John Tizono
Robert Chandler	Frank Held	Charles Mininger	Theodore Tonn
Philip Chapple	Ralph Hendrickson	Mary Mjelstad	Alfred Tully
Milton Clark	Ronald Herman	Alan Moe	Gary Waddell
Marc Coate	John Higgins	Ollie Munier	Scott Wagner
David Cook	James Hirning	Howard Nash	Dennis Wagner
Arne Cook	Rex Hoag	Glen Neville	Thomas Walsh
William Cornish	Raymond Hoff	David O' Rear	Jesse Walton
Neal Cowan	John Hood	James Osborn	James Watkins
Gary Crerar	Larry Huff	Robert Owen	Charles Watts
Bruce Custer	Leslie Hull	Gary Padilla	Marvin Weber
Roger Demaray	Steven Huschka	Michael Patch	Ronald Wegh
Gregory Dibble	Thomas Hynes	Lorna Pettigrew	Larry Weninger
James Dietz	Michael Ihde	Robert Pettit	Darryl Whitcanack
Melvin Dinius	Jeffery Jamison	Mary Popiel	Howard Wilkinson
Timothy Doherty	Owen Johnson	James Puyear	Robert Wilkinson
Blaine Eide	Sunny Johnson	Dale Raber	Owen Wood
Mark Elsenpeter	Armand Johnson	Martin Rau	Rick Woodruff
Manuel Enriquez	Richard Johnson	Roy Reineke	John Woods
Lyle Evans	Jimmy Jones	Thomas Ricci	Jim Younkin
James Ferrell	Thomas Jones	Cathy Richardson	Joseph Zawada
Frank Fessenden	Larry Karls	Dean Rider	Rick Zimmer

We have made every effort to ensure the accuracy of this list. However, if your name does not appear and you think you are qualified, please contact your supervisor.

Newsbriefs (from page 2)

■ **Slimmer times ahead...**We expect to see a significant downturn in business throughout 1998 as a result of falling lumber prices and sluggish grain movements. The biggest hit comes from the Burlington Northern & Santa Fe routing more of their traffic via the Great Falls line—diverting significant amounts of business away from MRL. This downturn caused a thorough review of resource requirements throughout the company and significant layoffs in many areas. Because of manpower shortages on the IMRL, some furloughed locomotive engineers and switchman were given an opportunity to relocate to Davenport, Kansas City or Mason City. Also, a few switchmen have opted for a class transfer to various clerical positions open at MRL. **Dan Watts**, vice president operations, said, "We hope that traffic will return. In the meantime it is imperative that each of us does everything possible to demonstrate our ability to withstand these pressures on the viability of our company. We do that by providing excellent service to our customers, avoiding accidents and controlling costs as we can."

■ **Safety record update...**With the year ending December 31, 1997, our rate per 200,000 man-hours stood at 3.46 compared to 5.97 for the year 1996. MRL ranked seventh among a field of 20 railroads classified as "Group C" (those under 4 million man-hours, but more than 250,000 annual man-hours worked). Guilford Transportation Systems was No. 1 in the group with a rate of 1.16. I & M Rail Link was No. 6 with 3.34. The 1997 national average 1997 was 4.96.

■ **Calendars, calendars...**The 1998 edition of the photo calendar was expanded to include images from Montana Rail Link, I & M Rail Link and the Southern Railway of British Columbia. All three roads now operate under the umbrella of the Washington Group of Companies. Every employee and all patrons were mailed one free of charge. Additional copies may be obtained by contacting the respective railroads. We are starting the search for photos for the 1999 edition and everyone, including employees and those outside the companies, are invited to submit their material. Send them to Milt Clark c/o MRL Marketing Department by August 1. 35mm slides are preferred.

■ **MRL tariff 8000-B...**MRL's general tariff containing regulated local rates, rules and regulations became effective on January 20, 1998 cancelling MRL 8000-A. The revised tariff contains a number of adjustments to charges for switching and weighing. Pricing for commodities exempt from regulation, such as forest products including saw logs, are covered in various exempt quotes.

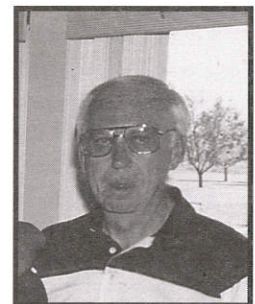
■ **Bidding adieu...**One of our favorite, if not best known, pieces of equipment, ditcher MRL 100000, went to IMRL for use at Mason City, IA. Outshopped in 1930 by the O. F. Jordan Company at East Chicago, IN, for the Great Northern and numbered X1407, it came to MRL from BN at start up in 1987. It was stencilled with the name "G. G. Widle," our then vice president of operations at the time it was renumbered for MRL. The name stuck. ●



▲ Management and labor wrestle with tough issues: Superintendent **Mike Lemm**, left, and locomotive engineer and BLE official **Perry Smith** battled it out in a sumo wrestling event at the Missoula picnic. Smith took three of the four rounds.



▲ **Mel Dinius**, chief mechanical officer (left) and **Bill Brodsky**, president (right) congratulate **Dan Sokolowski** at a retirement party given in his honor at the Reserve Street Inn in Missoula on September 12.



▲ The winning team at the Laurel Golf Outing on August 29 included locomotive engineer **Jim O'Hanley**, pictured above, who retired on October 31. **Dan O'Rourke**, engineer, **Mike Mattson**, assistant trainmaster, **Michelle O'Rourke**, **Dan Belinak**, engineer, and **Melissa Belinak** were the other team members.



◀ **Cut Over Day—August 16, 1997:** After much preparation that included remodeling the Missoula Transportation Center, installation of DigiCon™ train control systems, and new communications equipment, train dispatching for IMRL changed from being handled by the Canadian Pacific in Minneapolis to Missoula. On hand for the event were, left to right, **John Alfson**, locomotive engineer, **Ted Hagemo**, director training, rules and safety, **Bill Brodsky**, president, **Bruce Taylor**, manager train movement, **Don Smith**, director train movement, **Dick Lemieux**, manager train movement and **Dick Awe**, manager of transportation for IMRL.

Keeping Track

Daniel J. Safransky to chief of security, effective August 12. He comes to us from the Missoula County Attorney's office where he was a prosecutor. Prior to that he was an officer with the Great Falls police department.

Lorna D. Pettigrew to manager customer service from clerk, effective September 22.

Michelle Watt to assistant manager payroll from payroll technician effective October 15.

Effective October 29, the following move to positions with IMRL accounting: **Bob Byrne**, manager miscellaneous billing, **Kelly Gieser**, manager invoicing, **Tresa Neville**, assistant manager accounts payable, **Patty Seabaugh**, manager payroll, **Linette Riska**, director general accounting, **Josh Hinrichs**, manager inventory accounting, **Debbie Marshall**, assistant manager car repair billing.

Brian P. Heikkila to superintendent, Southern Division of IMRL with headquarters at Davenport, IA, from chief mechanical officer of MRL effective December 1.

Kim Maree Leary to coordinator of documents from revenue accounting technician effective December 1.

Jean Laber to director general accounting from assistant director effective December 22.

John Alexander was appointed assistant roadmaster with headquarters at Helena and has the territory between Logan and Tobin effective December 29. Mr. Alexander comes to us from the Eastern Idaho Railroad and was previously with the Southern Pacific.

Delayed Issue

Your editor had hoped to have this issue of MRL News published in October at the time of our 10th Anniversary. Regrettably, its production was delayed due to various other marketing projects and time constraints.

Retirements...

Phillip Polillo, machinist at Livingston, on August 1 completing 33 years of service that started with the NP and CB&Q (see photo this page).

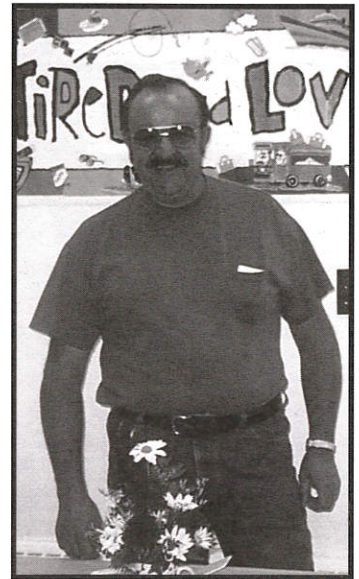
Daniel L. Sokolowski, manager projects - cars August 31, with 45 years of service starting with the Milwaukee Road mechanical department. Mr. Sokolowski's career included stints with the Great Northern, Northern Pacific, Union Pacific, Brae Corporation, TTX, Alaska Railroad and general manager of Coast Engine & Equipment (see photo, page 6).

James D. O'Hanley, locomotive engineer at Laurel, on October 31 with 40 years of service starting with the Rock Island followed by the Union Pacific. He joined MRL at start up (see photo, page 6).

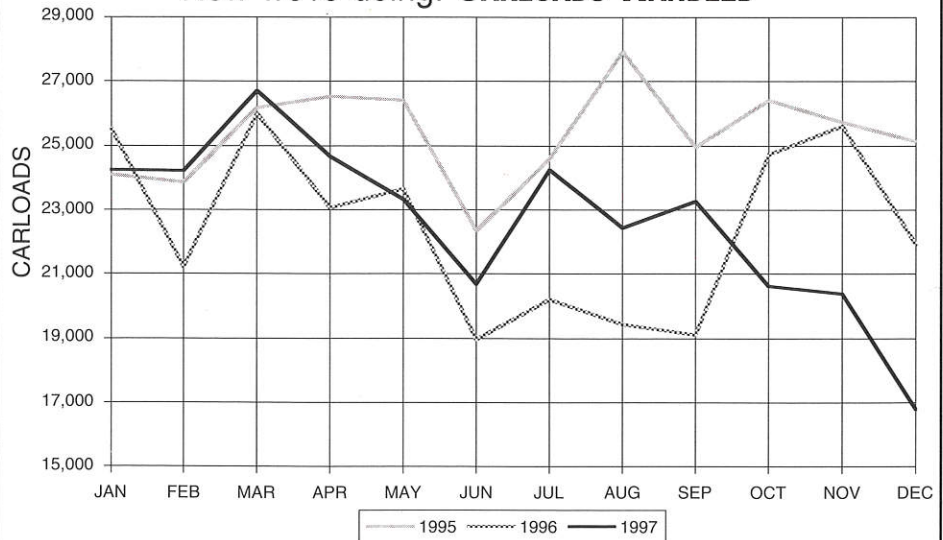
B. J. McComb, signal maintainer at Superior, MT, on October 31 completing 40 years of service that began as a signal helper with the Northern Pacific (see photo this page).

Our best wishes for a happy retirement ●

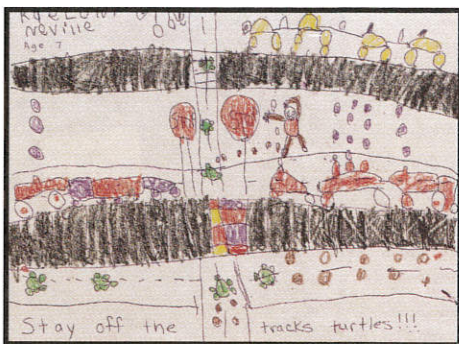
Above right, Livingston machinist **Phil Polillo** at a retirement party in his honor. Right, **B. J. McComb** and wife **Lola** at his retirement party on November 8.



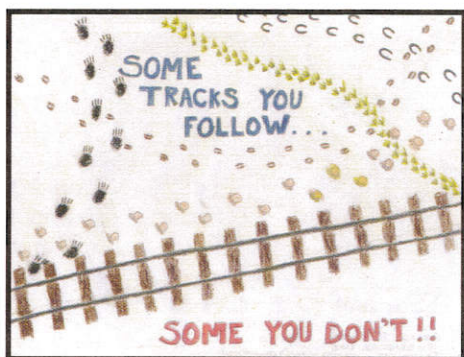
How we're doing: CARLOADS HANDLED



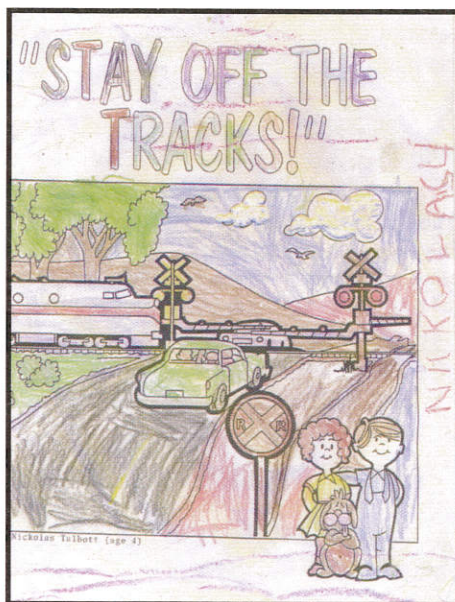
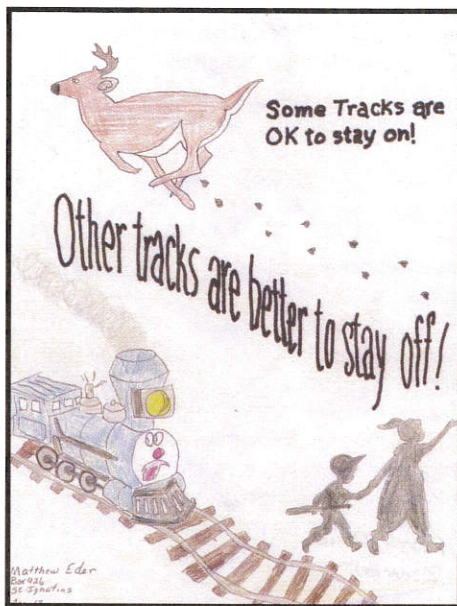
Through the year ending December 31, 1997, MRL handled 271,603 revenue carloads, an increase of 2,166 or 0.80% compared to 1996. Traffic that we bridge declined by 1,402 cars or 0.77%. Traffic that MRL originates or terminates, totalled 80,631 carloads, up 5,374 or 7.14% for the period, due in part to increased shipments of petroleum products. Overall, traffic numbers were somewhat dampened by shortages of box cars and centerbeam flat cars for the movement of forest products and less than anticipated movements of wheat to PNW points.



Kids value
safety, too!



The Missoula-area 10th Anniversary events included a safety poster contest for children. Employees selected the winners from each age group. Clockwise from top, the work of KaeLoni Neville, 7, daughter of Accounts Payable assistant manager, **Tresa Neville**; Matthew Eder, 13, son of B&B carpenter **Robert Eder**; Nikolas Talbott, 4, son of **Sandy Talbott**, a revenue accounting clerk at the GOB; and Chelsea Deardorff, 10, daughter of seasonal maintenance of way employee **Dallas Deardorf**.



Dates of Interest 1998

May 23 thru September 27

• Rails Across the Rockies

Exhibit at Livingston Depot Center
406-222-2300 for more information

Saturday, June 27

Missoula Area Golf Outing

The Artrain

Missoula: June 25-28

Livingston: July 2-5

Billings: July 9-12



Afton DuPuis, Bev Gunderson,
Jay Lentzner, Jodi Christensen,
Kim Leary, Mary Semmens and
Tammy Brown all helped with this issue.

Thank you!

MRL News needs you!

We can use information and photos of
activities in your work area.

Call **Milt Clark** at 523-1437

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