



Company News for MRL Employees

Staff: Lynda Frost • Dave Schuyler • Erik Banks • Harlan Penninger • Jim Bieber • Jim Lewis • Joe Gentri • Pete Lawrenson • Rourk Price • Scott Trent • Erin Best

July 2014

No. 75

MESSAGE



From the President

This is our first newsletter in 2014, and the year is already half over Where did the time go? Everyone in the

Company is in "8 throttle". So, it's no wonder that the newsletter writers, myself included, are struggling to find the time to put a newsletter in print. I imagine that anyone who even remotely pays attention to railroads has noticed the increase in business levels over the last year. It seems that all traffic lanes have grown, with grain leading the way during the last several months. One might ask - "How much more business will flow over the MRL lines in the future?" We all know that the answer is uncertain, but we are able to project future volumes based on expected general economic conditions, grain plantings and other factors. Based on these assumptions, we are bullish for MRL's future. In 2013 we moved 417,689 carloads of freight, and 2014 looks to best that record with 449,756 loads. The early projections for 2015 show a modest increase over 2014.

Our challenge is to match up the right resources with the expected traffic volumes to provide good solid performance for our customers. A few months ago, we began charting our bridge train performance, comparing actual results to a benchmark. Hopefully, you noticed that our performance has improved dramatically since reporting began. During the last few months, our run times across the system have improved to the levels we enjoyed several years ago when much less traffic travelled our lines. I hope you also noticed that, as our performance has improved, our safety has improved too. We need to continue our never ending quest to be the **Best of the Best** in safety, as we provide excellent service to our customers.

The growth we have enjoyed has come with some growing pains. As a result, we embarked on a very aggressive hiring plan in 2013, which has continued this year. We have hired nearly 200 new employees in 2014 and have plans to add an additional 50 people before years end. New employees were hired primarily in train service, with most of the 46 new switchmen from Montana, and 40 new qualified engineers from across the country. Additionally, many were hired in Maintenance of Way and Mechanical as well as a few more management positions. As many in our workforce near retirement, and business continues its upward path; we expect the hiring trend to continue.

As many of you know, the recent growth has put pressure on our track capacity. Many new initiatives are in process for 2014 to improve throughput - including lengthening the Townsend siding, yard

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Where did all this freight come from?

Jim Lewis, Chief Sales & Marketing Officer

At a recent railroad convention, it was interesting to hear from other railroads what they are seeing for freight volumes. Some railroads are seeing little growth (or no growth) due primarily to less coal shipping to domestic power plants in the Midwest and East Coast as well as a sluggish U.S. economy. We, on the other hand, are in "high cotton" due to strong BNSF exports of grain and coal as well as intermodal traffic in the Pacific Northwest. Increased crude shipments are also taxing the BNSF network, and they are relying upon us more and more to move freight through this part of the country. It seems that we are fortunate to be in the right place at the right time.

Last year, total U.S. railcar volume grew by 800,000 carloads. Half of this growth occurred on the BNSF. Domestic intermodal also grew by 18% due to challenges in the trucking industry, including driver shortages and new federal Hours of Service regulations that reduced driver production. This has resulted in growth for MRL. At this time last year, we averaged 16.7 trains per day. This year, we are averaging 18.9. Over half of this growth, 1.5 trains per day, is grain. This is due to a record corn crop in 2013 that has overwhelmed the supply chain and will continue to ship well into the third quarter of 2014.

These growth trends are continuing. Year to date, BNSF volumes are up nearly 160,000 carloads as compared to 2013, and it is expected that volume will continue to grow in their northern region - of which we are a part. Other commodities hauled by MRL are also growing. For instance, forest product shipments have improved 18% as compared to last year due to strong lumber demand from a recovering housing market.

Good companies capitalize on being in the right place at the right time and squeeze every ounce of growth from their good fortune. We are doing exactly that by providing quality service to our customers. We are also investing in our infrastructure and in new employees to handle the growth. In looking at the trends and forecasts, it is easy to be bullish about future volume, but we also must recognize the importance of providing good service to protect and grow our business. The service we provide today will determine how busy we are tomorrow.

Capacity Improvements

Jim Bieber, Director Engineering

Whether working in the Operating, Mechanical, Engineering or Administration Departments; everyone is keenly aware of the increased amount of trains running on Montana Rail Link. As a result; the operating departments have been working very closely to resolve MRL's capacity and efficiency constraints. Based on this collaboration, three projects are slated for completion in the 2014 work season. The first project was completed in May and involved extending the Townsend Siding east 4,500 feet; creating a total usable siding of 11,389 feet.

The remaining two projects are designed to increase efficiency through the Livingston and Helena yards. In Livingston Yard, Track 1 will be extended to the west a total of 3,920 feet to handle trains without tying up the main track. The Helena Yard project consists of extending

North 1 and North 2 on the east end of the yard. South 2 track will be removed, similar to work done in Laurel, to increase track centers between tracks. North 1 track will be extended west to Roberts Street and will become the new switching lead. In addition, South 1 will be extended to Roberts. These track changes will allow South 3 and South 1 to hold Through Trains. Lastly, the cab tracks will be extended to the west and tied into the North 1 switching lead. When construction is complete more than 4,600 feet of track will be constructed, along with changes to 23 different turnouts.

In addition to these three projects, MRL modified the operation of the Bozeman helper district in early spring by changing how engines

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Facing Opposition

Pete Lawrenson, Chief Security & Safety

Over the past few years, there has been a lot of negative publicity relating to the transportation of coal and oil by trains. There are groups and organizations of people in Montana and across the nation that are strongly opposed to the use of these fuels for the world's energy needs. Montana Rail Link's coal and oil gross tonnage has increased with the worldwide demand, making MRL and the railroad industry targets for criticism.

Unfortunately, some people or groups not only criticize the transportation of coal and oil, but outwardly want to disrupt and even **stop** rail transportation of these products. Across Montana, we have seen several public demonstrations against rail transport of coal and oil, and recently in Missoula, there was a nonviolent protest and attempt to stop the movement of a coal train. Opposition to the rail movement of coal and oil is going to increase in the future. Hopefully, it will remain verbal and nonviolent and let MRL perform its business without disruption. But past experience demonstrates there is always a small fraction of opposition who go beyond peaceful and nonviolent and who present a security and safety risk to MRL and its employees.

Taking fast and positive action with a professional attitude and demeanor is the best way for MRL to minimize the impact of opposition groups and to keep the overall support of the communities we work and live in. Security and safety at Montana Rail Link is a team effort, and your attention to these critical concerns is greatly appreciated.

MRL employees are asked to be aware of their surroundings, monitor for trespassers or other attempts to impair train traffic, and immediately report suspicious activity to the local law enforcement agency – usually by calling 911. If or when confronted by a protestor or opposition group, always remain professional, avoid verbal or physical confrontations, and let law enforcement clear the problem. Remember – in such events, it is legal to be recorded on a smart phone or other device.

Message from the President

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reconfigurations at Helena and Livingston, as well as Laurel yard improvements. We also acquired four additional new SD70ACe locomotives earlier this year to enhance our helper operation at Helena, bringing our total SD70 fleet to 25. All these enhancements are in addition to a very high level of rail and tie replacement, bridge, signal, and other work. We intend to continue investing for the future in 2015 and beyond. Your Company is on the move transporting America's freight every day of the year. I'm proud of what we all have accomplished over the past year and look forward to the challenges that lie ahead. Thank you for your individual and team contributions and your commitment to working safely, as we provide excellent service for our customers.

It seemed the winter outstayed its welcome this year. From my family to yours, enjoy the warmth of the season and have a healthy, safe and enjoyable summer.

Tom Walsh

GIS - Information Integration

Joe Gentri, Manager Real Estate

Montana Rail Link is always looking for ways to improve safety, productivity and efficiency. One way to accomplish our goals as an organization is through the implementation of new technologies, and GIS is one such new technology currently being developed.

What is GIS? GIS stands for Geographic Information System. It is a system that integrates hardware, software, and data in order to capture, manage, display, and analyze all forms of geographically referenced information. Studies have shown that a vast majority of business data has a geospatial component. Meaning, the data can be tied to a known point on the earth, and it is literally mapped in relation to its correlation with points all along the MRL line. The idea behind GIS is to allow the user to visualize, question, analyze, interpret, and understand data to better reveal relationships, patterns and trends. It also provides a framework for Company-wide information sharing.

The functionality and overall performance of the system is truly realized when it acts as an umbrella over other software such as Enterprise One, SharePoint and Business Intelligence. GIS will gather data from these internal databases as well as various public or external sources to provide a "one stop shop" from which various departments can gather information and provide solutions that are critical to our operation.

GIS is an extremely intuitive, adaptable and customizable system that will allow us to better analyze issues such as safety and security, infrastructure and maintenance planning, real estate management, maximization of throughput, and rolling stock management. These are just a few areas of use, and the technology can be leveraged in many other ways. As the system is deployed and more personnel are exposed to it, we will work together to continuously develop new ways to utilize this latest development in MRL technology.

Technology Work Group Update

The MRL Technology Work Group (TWG) was formed in 2013 to examine all aspects of software, custom programming and computer technology used by the Company; and to help improve the day-to-day experience of employees. A key project undertaken by the TWG was auditing computer functionality across our territory to determine where upgrades were needed. An initial network scan performed last fall by the Washington Corporations IT Department identified over 60 computers in need of replacement. The TWG worked to identify the best option for replacement and facilitated the planning for replacement to begin in 2014.

In addition, the TWG performed a technology performance audit in Missoula locations earlier this year to determine if other aspects of technology were causing user frustration. Using a new computer, tests were performed on various programs used by employees in the field – Powertrack, requisitioning, invoice approvals, etc. Responsiveness of each program was recorded and compared from site-to-site. This testing confirmed that much of the slow experiences of users would be significantly improved by the new computers planned for distribution.

Preparing and placing 60+ computers across the line was a complex process.

As replacement moved forward, employees reported a significant improvement in the speed and performance of day-to-day use of MRL technologies; and additional computers were identified for a Phase II replacement plan. With the completion of Phase I by July 31st, development of a road map for Phase II has begun and is planned for early 2015. The TWG also revisited Missoula locations to follow up on new computer performance, answer technology questions and listen to feedback. Follow-up visits to outlying locations will occur in the coming weeks.

Technology continues to change rapidly. MRL and its employees need to be well-armed with the tools necessary to adapt to those changes. A process for regular examination and replacement of Company computers will continue to develop to ensure these tools are functioning at the best possible efficiency. If you are interested in short videos and tips to help better understand your computer's basic functions and work technology, visit <https://extranet.montanarail.com> training. The IT Help Desk (ext. 1620 or 1-855-924-8669) remains your first call for computer problems. However if there is an ongoing problem you would like to discuss or you would like to request a TWG visit to your location, please contact the Technology Work Group at technology@mtrail.com.

Tobacco Free – Because Your Health Matters

Scott Trent, Chief HR Officer

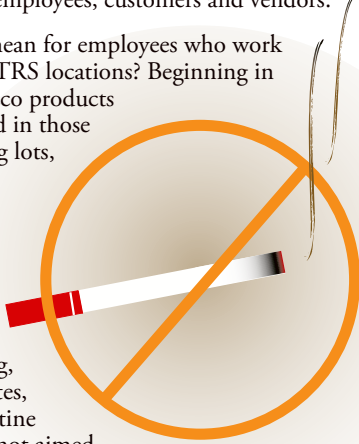
Beginning January 2015, the MRL General Office Building (GOB) and Training Rules & Safety building (TRS) will become tobacco-free properties.

Factors were considered in making this decision:

- Tobacco use is the leading preventable cause of death in the U.S.
- Tobacco use by our industry is higher than any other occupation in the nation.
- Promoting and supporting a tobacco-free workplace makes good business sense. It demonstrates MRL's commitment to the well-being of our employees, customers and vendors.

What does this mean for employees who work at the GOB and TRS locations? Beginning in January, no tobacco products may be consumed in those buildings, parking lots, or anywhere on these properties. Prohibition of tobacco use will include all forms intended for nicotine delivery; smoking, chewing, electronic cigarettes, or any other nicotine delivery method not aimed to curtail tobacco use. Employees can review the tobacco-free policy for these locations on the Human Resources page of the MRL Extranet or by requesting a copy of the policy from the Human Resources Department.

MRL will partner with any employee who wishes to quit their tobacco dependence. Today, many successful treatments are available to fight tobacco addiction. The combination of medication with coaching and counseling has shown to double or triple a person's chances of quitting successfully. If you wish to know more about assistance to quit tobacco dependence, please contact strent@mtrail.com or 523-1513 or anyone in the Human Resources Department for more information.



DATES to Remember

August 15th

Laurel Golf Invitational

October 7th

Billings Health Fair

October 8-9th

Laurel Health Fair

October 10th

Livingston Health Fair

October 18th

Missoula UM Tailgate Party

October 27-31st

Missoula Health Fair

October TBD...

West End Health Fair

DEPARTMENT HIGHLIGHT

Communicating Our Part

Harlan Penninger, Assistant General Foreman Laurel

Every hour of every day all across MRL, the Mechanical Department is hard at work. We are doing everything from fueling locomotives and repairing cars to air testing trains and stocking parts in the repair facilities. We all have our own unique piece of the railroad puzzle that we are responsible for, and when all the pieces join together, it forms the MRL Mechanical Department – the *Best of the Best!*

The most important part of any task that we are working on is the job briefing. There has been great focus on improving communication these last few years, and our safety record during this period reflects this effort. You may be asking yourself, "What exactly is a job briefing?" A job briefing is an assessment of safety and health conditions related to a specific job or task. A good job briefing is also a crew participatory

process of identifying and eliminating or controlling recognized hazards before commencing a task as a means of creating a safer and healthier work environment. If something seems unsafe, **STOP**; then let's discuss the safest way that we can accomplish the task. It may seem too simple, yet it is the most effective way we can do our jobs in the safest manner possible, allowing everyone to go home to spend time with their loved ones.

The answer can be summed up with one simple word: **Communication**. As a supervisor, the most rewarding part of the job is having zero first aid injuries and keeping everyone safe while also hitting our productivity goals. That accomplishment means our communication has allowed us to do our jobs safely and efficiently, which is why Montana Rail Link is the *Best of the Best*.

Improving the Fleet

Rourke Price, General Foreman Mechanical Livingston

The rail industry is booming once again; and MRL, always striving to support our customer's needs, has bolstered the locomotive fleet in response. Nine new SD70ACe locomotives were purchased in 2013/2014 bringing the total SD70ACe count to 25. The new units numbered 4400-4408 can be seen daily moving the Gas Train between Missoula and Thompson Falls; working in helper service in Livingston; and moving both the ML and LM across the state. They are all equipped with Tier 3 emission engines, quiet-ride cabs, distributed power capabilities, and air drying systems. All of these features are a first for MRL locomotives.

The addition of new locomotives has resulted in the retirement of older locomotives. This older power has worked the past 27 years; tirelessly moving freight, coal, grain, lumber, and more across the state to secure the success and future of MRL. Maintenance and fuel costs, along with newer EPA emission standards, were a few of the factors considered before the decision was made to trim down the fleet size.

Thirteen SD45-2s, two F45s two SD19s, two SD9s, two GP9's, and two SW1200s have been sold or scrapped in the past few months. Most notable of the departing units were the MRL390 and MRL392, two of the last six surviving EMD F45's in existence. The MRL392 was dismantled in June, and the MRL390 was purchased by a private party – its final destination unknown.



Above: MRL SD70ACe 4400

Mechanical & Operating – Together in the Tower

Erik Banks, Mechanical Coordinator Laurel

Being a Mechanical Coordinator is a very important job. The Mechanical Coordinator must work with the Operating Department in the Laurel tower to make sure everything mechanical is being serviced and repaired. Inspecting a train to ensure it is air tested, ensuring a consist is built and working correctly and in a timely manner to get the train back on the move – are just a piece of the big picture. Working in the tower with the Operating Department is an eye-opening experience. Operating has many obstacles – hours of service, trespassers, switch problems, track light failures, broken rail, windows for track maintenance, etc. It is important to blend Mechanical and Operating together. With both departments working with different rules and procedures, good planning is imperative to achieve the same goal. Everyone must work together as a team to get every piece of the puzzle to fit. Being well-rounded and willing to help out in any situation is key to success. What is clear is that working safely as a team and getting trains from point A to point B, keeps freight moving and our customers happy.

BROKEN WHEEL CLUB

Any MRL employee who finds a cracked or broken wheel or missing tread on a train can qualify for the Broken Wheel Club and a \$100 reward. Please report to your supervisor. Congratulations and thank you to:

Tom Burden, Mech	Cole Leady, Mech
Dan Burns, Mech	Max Moriarty, Mech*
Eric Eileraas, Mech	Jason O'Rear, Mech
Mike Firehammer, Oper	Mike Padrotti, Mech
Dave Hahn, Mech (4)*	Faron Stevens, Mech (3)*
Aaron Hanify, Mech	Erick Strombo, Mech*
Sam Lange, Mech	Russ Young, Eng*

* new since last issue

Laurel Yard Office Expansion

Lynda Frost, Assistant to the President

A major renovation of the Laurel Yard Office, which began last spring, includes a 1,398 square foot expansion of the main floor. In addition to increasing the locker space for both the Operating and Mechanical Departments, a women's facility has been added. The size of the new lunchroom has also increased and will accommodate break room space for both departments.

Upon completion, the main floor renovation will provide a total of 7,277 square feet. The target completion date is November 1.

Earlier this year, the main floor conference room was completed and now provides meeting space for training, safety briefings and other business meetings.



Above: Laurel Yard remodel

Phase II of the project will target the second floor which will incorporate additional changes to the facility. Start date for that work will be announced at a later date.

A glance at MRL's largest customer...

BNSF Railway

Network Length:	32,500 miles
Network States:	28
Employees:	43,000
Ports served:	40+
Intermodal facilities:	30
Average trains/day:	1,600
Locomotives:	7,000
Capital investment 2014:	\$5 billion
Signal locations:	13,200
Bridges:	13,000
Tunnels:	89
Grade crossings:	26,000
Carloads 2013:	10 million

Giving MRL Bridge Projects a Lift

Dave Schuyler, Manager Work Equipment Laurel

Until recently, MRL was in need of a crane capable of setting a bridge tub without the use of a second crane. Two cranes had always been required for this type of project, and occasionally, a third would be contracted. In 2012, a used 115 Ton American 855 DEG crane was located through the Genesee & Wyoming Railroad; it was determined to be the best choice for refurbishing to meet MRL's needs. The crane was moved from Alabama to Ohio in 2012, where it was to be rebuilt. Among a number of enhancements, the DEG crane was wired for high-low travel. High-low allows the crane to travel speeds up to 20 miles per hour, a vast improvement over the approximately 9 miles per hour top speed of our existing 50 Ton American 840 DE crane. Once the work had been completed; the DEB crane was numbered the 100855 and was delivered to Missoula. This new addition to the MRL fleet has been improving the efficiency of 2014 bridge projects and is expected to be a valuable instrument for many years to come.



Above: Beauty and function reborn.



Left: Showing years of service

Capacity Improvements

continued...

are cut into loaded trains. The Operating and Mechanical Departments and Training Rules and Safety worked with Rail Sciences to model several train make-ups with different placement of the helper units. The best location for the helper units was determined to be on the rear of the train, allowing the helpers to cut off once they reached the Bozeman Tunnel. This information was given to BNSF, along with track geometry and grade, to model the actual forces being applied to the track structure and ensure the safe operation of train movement.

During the modeling process for the Bozeman helper district, it was decided to model our entire railroad to determine capacity as well as the biggest constraints to moving trains fluidly through our railroad. The model showed that the biggest bottlenecks on our railroad lie between Tobin and Garrison. With this final modeling information, Engineering collaborated with Operating to determine several capital improvement projects to increase capacity. The first proposed project involves constructing a new 10,000 foot siding west of Avon between mileposts 39 and 42. Once the new siding is complete, the current siding would be removed. The survey has been completed for this project, and the Engineering Department will have grading details within the next few weeks.

The second proposed project entails an extension of West Austin from mile post 13.45 to 16.3. In addition, Engineering will design the track for a possible double cross over at approximately 13.6. Options are also being explored to eliminate the public grade crossing at mile post 12.94 as well as two private crossings located at 11.71 and 12.11. The survey has been completed for this project, and Engineering is now working on quantities for the subgrade and determining the best direction to proceed with the removal of the public grade crossing.

These projects, though complex, have been a remarkable example of how much can be achieved through collaboration inter-departmentally and with one of our largest customers, BNSF, as we all continue to strive for excellence and to meet ever-increasing traffic flows.

Congratulations

Washington Companies –
celebrating 50 years
this August!



Keeping Track

On the Move

Shawn Anderson • Was Electrician, Now Mechanical Foreman Laurel

Josh Baker, Jim Cearley, Patrick Epling, Tyler Smith • Were Locomotive Engineers, Now Trainmaster/Road Foremen

Josh Bertek • Was Track Laborer, Now Switchman

Emery Boyer • Was Switchman, Now Dispatcher Trainee – Missoula

Ryan Donnelly, Yancy Terland • Were Machinists, Now Mechanical Foremen

Ethan King • Was Track Laborer, Now Assistant Roadmaster

Lee Kinser, Dan Morley • Were Track Laborers, Now MOW Training Supervisors

Pete Kobilansky • Was Track Laborer, Now Roadmaster

Jeff LaMotte • Was Locomotive Engineer, Now Manager TRS – Laurel

Nathan Lemieux • Was Clerk, Now Supervisor Transportation Systems – Missoula

Nick McAtee • Was Clerk, Now Dispatcher Trainee – Missoula

Jesse Miller • Was Signal, Now Dispatcher Trainee – Missoula

Kelly Prichard • Was Yardmaster, Now Dispatcher Trainee – Missoula

Look Who's New

Car Hire Technician – Missoula
Ellen Harne

Carman Apprentice – Missoula
Jesse Conner

Certified Locomotive Engineers
Brent Baer, Steve Bass, Richard Bauer, Grady Booker, Brian Bowman, James Burnett, Ryan Burns, Raymond Cook, John Daniels, Peter Dodge, David Gradt, Keith Hawkins, Troy Hjelle, Joel Jensen, Justin Krahler, Richard Lloyd, Brian Lyke, Forris McCoy, Hunter Mertes, Randall Naeseth, Ronnie Pearce, Richard Ralston, Carl Richards, Kaleif Rongstad, Tom Sherman, Brandon Shishido, Dean Sipe, Keith Skolte, Randy Spackman, Jeremy Spinler, Nicholas Swanson, Michael Trawinski, Richard Warnemunde, Renowed Winston

Clerk – Laurel
Priscilla Sleeth

Clerk – Missoula
Colleen Dwyer, Travis Herberholz, Ken Lehman, Edward Nurse, Hannah Ouellette

Dispatcher – Missoula
Shaun Harper

Electrician Apprentice – Laurel
Eric Handegard, Bernard Harms

Electrician Apprentice – Livingston
Charles Bailey, Kyle Sukhbir

Electrician Apprentice – Missoula
Jesse Daulton

Journeyman Carman – Missoula
Michael Elgin

Journeyman Electrician – Helena
James Adkins

Journeyman Machinist – Helena
Spencer Ivers

Journeyman Machinist – Laurel
Ron Euerle

Journeyman Machinist – Missoula
Ben Merja

Machinist Apprentice – Livingston
Karl Conner, Kyle Ginnaty

Manager Safety & Security
Anthony Bacino

Material Manager/Mechanical Foreman – Missoula
Brad Kolberg

Seasonal Track Laborer
Ryan Anderson, Jordan Bjorndal, Boe Christopherson, Robert Detlaff, Jake Firestone, Brandon Gerrity, Blaine Hanson, Michael Henthorn, Tucker Hoge, Troy Hruhkala, Ian Johnson, Darren Jones, Ron Kruger, Micah Maxted, Chris Molzhon, Scott Morstad, Charles Page, Cody Parsons, Bryce Picard, Nick Piper, Kyle Richie, James Ross, Travis Simkins, Chris Smith, Jesse Sykes, Mike Talbot, Tyler Trudeau, Tallon Voss, Pete Warren

Signal Apprentice – Livingston
Aubrey Conley

Signal Apprentice – Missoula
Austin Hester

Switchmen
Brandon Arnold, Levi Blankenship, Shae Burkland, Doug Cassman, Delbert Dutton, Kendra Farnes, Robert Foote, Ben Graupmann, Jonathan Guccione, Keith Hamblen, Sierra Harbison, Trevor Kamura, Dustin Kennedy, Daniel Kind, Britton Knutson, Chad Lamphear, Christian Leibbrandt, Shane Longee, Russell Marks, Levi Maughan, Vincent Miller, John Moore, Jesse Moorman, Michael Morales, Christopher Mountsier, Eric Nelson, Steve O'Neil, Kevin Oberhofer, Joe Ormsby, Brandon Papavero, Brett Parker, Doug Puchalski, Kevin Rockwell, Gerald Rudolph, Eric Scammon, Arthur Stevens, Evan Stokken, William Weller, Josh Wilson

Trainmaster/Road Foreman – Livingston
Nathan Bruce

Yardmaster – Laurel
Chandee Roberg

Retirements

Charles Becken, *Engineering Laurel*
Philip Dahl, *Operating Missoula*
Kevin Denman, *Mechanical Missoula*
Roberto Guerrero, *Mechanical Laurel*

Robert Hettinger, *Mechanical Missoula*
Richard Huson, *Mechanical Livingston*
Ron Kroll, *Mechanical Missoula*
Michael Laughnan, *Operating Missoula*

Bruce Patterson, *Operating Laurel*
James Russell, *Operating Missoula*
Dale Smith, *Engineering Missoula*
Larry Weninger, *Mechanical Laurel*

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shop.washingtoncompanies.com
(no www.)

Get Your MRL On!

SHOP ONLINE!



Now you can shop online 'til you drop. The MRL clothing you've been looking for - hats, shirts, sweatshirts, jackets and more is now available online. Select from a variety of styles and colors. All items include a sizing chart, so you can be sure of fit.

27th Annual Golf Invitational Events

Over 250 attendees participated in the 27th Annual Missoula Golf Invitational. Everyone enjoyed themselves while golfing at Canyon River Golf Club or Missoula Country Club followed by an afternoon barbecue at the Grant Creek Ranch. Youth Homes Missoula was the recipient of over \$2,000 raised throughout the two day event. Both winners of the 50/50 ticket pots were members of the Operating Department, and both generously donated all of their winnings to fellow Operating employee **Blaine Lovell**, currently battling Cystic Fibrosis.

The 27th Annual Laurel Golf Invitational is scheduled for Friday, August 15th at EagleRock Golf Club and Yegen Golf Club. An afternoon barbecue will follow at Zoo Montana, and fundraising proceeds from the event will go to the Ramsey Keller Memorial and Billings Pediatric Diabetes Center. Registration forms are available at the Laurel Yard office and on the MRL Extranet.



Blaine Lovell, Operating Department

Missoula Operating Department employee, Blaine Lovell was born with Cystic Fibrosis. At the age of 27, Blaine underwent a double lung transplant. In January of this year, he was diagnosed with Chronic Rejection of his new lungs. He is now back on the transplant list and in a medical facility in Colorado for treatment. If you would like learn more or contribute to the Go Fund Me fundraising effort to pay for Blaine's medical costs, logon to www.gofundme.com/9hz79w

Washington Companies Employee Family Scholarship

In partnership with the Dennis & Phyllis Washington Foundation, Montana Rail Link offers the Employee Family Scholarship. The scholarship program was established to help the families of our employees broaden their access to higher education and offers \$1,000 per semester or up to \$8,000 maximum lifetime benefit toward education costs. Applicants must be:

- A child or spouse of an employee
- A full-time student
- Attending an accredited university, college, vocational technical school, community college, college of technology, or trade school; and
- Establish and maintain a minimum of a 2.0 cumulative GPA

The application and program details can be found on the MRL Extranet website or at dpwfoundation.org.

Students must submit their application no later than 30 days after the school term has begun.

THE WASHINGTON COMPANIES
EMPLOYEE FAMILY
SCHOLARSHIP PROGRAM



Baby Boom

MRL's family is ever-changing. Each year, an average of 40 babies are born to MRL employees. When you consider approximately 1,000 men and women work for the Main Street of Montana, that's 4% of our population that's... well, repopulating. Here's a glimpse at the past several years:

2006 - 60 babies!
2007 - 43 babies
2008 - 42 babies
2009 - 33 babies
2010 - 35 babies
2011 - 40 babies
2012 - 27 babies
2013 - 40 babies
2014 - 18 babies (so far!)

Bike for Shelter

Nearly 30 volunteers from MRL and other Washington Companies devoted a Saturday in May to help make the 14th Annual Watson Children's Shelter *Bike for Shelter* event a success. Volunteers ran the barbecue and served food and drinks. This large carnival-like event is always fun for everyone and raised over \$60,000 to support WCS, the only emergency shelter in western Montana for young children in crises. Thanks to all the fantastic volunteers - this event would not be possible without their commitment!



Bike for Shelter volunteers take a moment for a group photo.



Jill Nowak - Safety Slogan