Montana Rail Link
Locomotive Roster
June 18, 2014

Compiled by Brent Mueller.
Please direct all comments and corrections to the MRL list.

Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers
	X	unknown	GE 44T switcher	1944				Unk			MRL/Talgo/LRC/Salmon Bay Steel/NW Steel Rolling Mills/US Army Transportation Corp
	X	11	NW-2	08/39	10/76	10/16/87	10/31/87	Unk	949	E260-11	MRL 19/BN 19/BN NW2 469/GN 122/GN 5322
	X	12	SW1200	02/57		10/19/87	5/23/88	6/16/14	22751	4380-1	MRL 208:1/BN 208/NP 149
X		13	SW1200	07/57		10/30/87	6/21/88		22763	4374-11	MRL 220:1/BN 220/NP 161
X		14	SW1200	07/56		11/5/87	7/4/88		21435	4358-4	MRL 203:1/BN 203/NP 144
	X	15	SW1200	07/57		10/30/87	9/16/88	09/96	22761	4374-9	MRL 218:1/BN 218/NP 159:2
X		16	SW9	01/52		10/27/87	12/15/88		15865	4105-10	MRL 269/BN 269/SLSF 314
X		17	SW1200	06/57		10/30/87	1/26/89		22758	4374-6	MRL 215:1/BN 215/NP 156
	X	18	SW1200	06/57		10/30/87	7/13/89	6/16/14	22759	4374-7	MRL 216:1/BN 216/NP 157
	X	36	E9A	04/61		10/2/87		7/20/10	26565	7597-1	MTDX 100/INRD 100/RTA 530/MILW 36A:2
X		51	SW1500	05/68		Early '95	06/95		33957	7117-1	Inland Steel 119
X		52	SW1500	05/68		Early '95	06/95		35990	4572-1	Inland Steel 122
	X	106	GP9	01/58		11/10/87	8/9/88	6/13/08	24021	5561-2	IMRL 106/MRL 106/MRL 1931/BN 1931/NP 352
	X	107	GP9	01/58		10/29/87	8/10/88	6/24/08	24024	5561-5	IMRL 107/MRL 107/MRL 1934/BN 1934/NP 355
	X	108	GP9	04/56		10/30/87	8/5/88	6/13/08	21256	5460-3	IMRL 108/MRL 108/MRL 1835/BN 1835/GN 683
X		109	GP9	02/55		10/30/87	11/4/88		20342	5385-7	MRL 1710/BN 1710/NP 210
	X	110	GP9	07/56		8/27/88	12/8/88	7/1/05	21237	5472-6	IMRL 110/MRL 110/MRL 1897/BN 1897/NP 280
	X	111	GP9	07/56		8/20/88	4/3/92	11/30/10	21226	5484-1	IMRL 111/MRL 111/MRL 1717/BN 1717/NP 269
	X	112	GP9	07/56		10/26/87	1/3/91	6/13/08	21230	5484-5	MRL 1721/BN 1721/NP 273
X		113	GP9	02/57		11/1/87	10/24/91		22774	5524-7	MRL 1729/BN 1729/NP 291
	X	114	GP9	02/57		11/1/87	6/6/92	11/30/10	22776	5524-9	MRL 1731/BN 1731/NP 293
X		115	GP9	09/51	12/74	11/17/89	3/4/93		14719	5102-1	MRL 4337/CNW 4337/GP7 CGW 120
	X	116	GP9	10/58	08/74	11/19/89	5/21/91	5/29/14	24761	5580-7	CNW 4507/CNW 706/MStL 706
	X	117	GP9	04/56		11/10/87	11/16/89	5/29/14	21254	5460-1	IMRL 117/MRL 117/MRL 1833/BN 1833/GN 681
X		118	GP9	08/57		10/26/87	2/22/91		22742	5505-23	MRL 1924/BN 1924/NP 339
	X	119	GP9	08/57		10/26/87	11/26/91	7/1/05	22743	5505-24	MRL 1925/BN 1925/NP 340
X		120	GP9	08/57		10/26/87	8/19/91		22744	5505-25	MRL 1926/BN 1926/NP 341
	X	121	GP9	08/57		10/29/87	6/21/91	6/13/08	22745	5505-26	MRL 1927/BN 1927/NP 342
	X	122	GP9	08/57		10/26/87	11/30/89	06/99	22747	5505-28	MRL 1929/BN 1929/NP 344
X		123	GP9	12/57		11/2/87	3/22/89		24020	5561-1	MRL 1930/BN 1930/NP 351
	X	124	GP9	01/58		10/26/87	5/16/91	06/99	24025	5561-6	MRL 1935/BN 1935/NP 356
	X	125	GP9	06/58		10/16/87	4/20/88	11/30/10	24057	5560-10	MRL 101/MRL 1946/BN 1946/NP 367
	X	126	GP9	02/57		10/28/87	2/14/91	11/30/10	22777	5524-10	MRL 102/MRL 1732/BN 1732/NP 294
X		127	GP9	05/54		10/30/87	1/17/91		19370	5324-2	MRL 103/MRL 1832/BN 1832/GN 680
	X	128	GP9	05/57	06/77	11/23/89	9/16/91	6/13/08	22804	5506-7	MRL 4555/CNW 4555/CRIP 4484:2/CRIP 4538/CRIP 1318
	X	129	GP9	06/50	08/76	Late '93	Late '93	01/99	9912	6080-2	CNW 4376/GP7 SLSF 512
X		130	GP9	10/57	08/72	8/17/94	Unk		22984	7541-3	MRL 4309/CNW 4309/MStL 608
X		131	GP9	03/52	07/76	6/13/94	08/95		A348	A-348	MRL 4355/CNW 4355/QNSL 108
X		132	GP9	02/57	05/76	06/94	05/95		A941	A-941	CNW 4517/QNSL 162
X		133	GP9	02/57	05/76	2/28/95	06/95		A1065	A-1065	CNW 4525/QNSL 171
	X	134	GP9	04/56		11/12/87	5/19/88	6/24/08	21255	5460-2	MRL 104/MRL 1834/BN 1834/GN 682
	X	135	GP9	08/57		10/29/87	7/22/88	6/13/08	22721	5505-2	MRL 105/MRL 1903/BN 1903/NP 318
	X	151	GP19-1	02/57	06/91	11/1/87	9/1/91	scrap 12/08	22709	5504-2	GP9 MRL 115/MRL 1744/BN 1744/NP 306
	X	200	SD40	10/67		10/31/87	10/31/87	11/30/10	33920	7103-3	IMRL 200/MRL 200/(BN 6341)/C&S 881
	X	204	SD40	04/68		10/25/87	5/12/88	11/30/10	33926	7103-9	IMRL 204/MRL 204/MRL 6347/BN 6347/C&S 887
	X	205	SD40	04/68		10/31/87	6/6/88	scrap 6/90	33923	7103-6	MRL 6344/BN 6344:2/C&S 884
	X	206	SD40	10/67		10/29/87	6/15/88	4/1/01	33517	7073-2	IMRL 206/MRL 206/MRL 6336/BN 6336/C&S 876
	X	209	SD40	11/71		10/25/87	2/2/89	4/1/01	5801-23	5801-23	IMRL 209/MRL 209/BN 6322
	X	211	SD40	10/71		10/29/87	12/28/89	11/30/10	5801-9	5801-9	IMRL 211/MRL 211/MRL 6308/BN 6308
	X	213	SD40	11/71		10/29/87	10/10/89	4/1/01	5801-16	5801-16	IMRL 213/MRL 213/MRL 6315/BN 6315
	X	214	SD40	11/71		11/3/87	12/8/89	11/30/10	5801-17	5801-17	IMRL 214/MRL 214/MRL 6316/BN 6316
	X	215	SD40	11/71		10/21/87	12/28/89	11/30/10	5801-21	5801-21	IMRL 215/MRL 215:2/MRL 6320/BN 6320
	X	216	SD40	10/67		11/2/87	9/5/90	08/06	33516	7073-1	IMRL 216/MRL 216:2/MRL 6335/BN 6335/C&S 875
	X	218	SD40	04/68		11/2/87	10/23/89	11/30/10	33924	7103-7	IMRL 218/MRL 218:2/MRL 6345/BN 6345/C&S 885
	X	220	SD40	09/66		4/16/91	9/20/91	4/1/01	32099	7912-8	IMRL 220/MRL 220:2/MRL 3001/CLI 3001/CNW 928/CGW 408
	X	221	SD40	08/66		8/22/91	9/20/91	4/1/01	32095	7912-4	IMRL 221/MRL 221/MRL 3002/CLI 3002/CNW 924/CGW 404
	X	222	SD40	09/66		9/7/91	9/12/91	4/1/01	32096	7912-5	IMRL 222/MRL 222/MRL 3003/CLI 3003/CNW 925/CGW 405
	X	223	SD40	09/66		8/15/90	3/28/91	4/1/01	32098	7912-7	IMRL 223/MRL 223/MRL 3004/CLI 3004/CNW 927/CGW 407
	X	224	SD40	08/66		01/92	01/92	4/1/01	32092	7912-1	IMRL 224/MRL 224/CNW 921/CGW 401

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	X	225	SD40	09/66		01/92	01/92	11/30/10	32100	7912-9	IMRL 225/MRL 225/CNW 929/CGW 409
X		250	SD40-2	04/74		7/30/88	7/30/88		74600-2	74600-2	MRL 6377/BN 6377
X		251	SD40-2XR	04/66	05/90	10/88	5/8/90		31416	7865-3	SD40 UP 3002
X		252	SD40-2XR	04/66	06/90	12/21/89	6/12/90		31574	7865-25	SD40 UP 3024
X		253	SD40-2XR	10/71	10/90	11/1/87	10/11/91		5801-13	5801-13	SD40 MRL 203:2/MRL 6312/BN 6312
X		254	SD40-2XR	10/71	11/90	10/30/87	11/6/90		5801-11	5801-11	SD40 MRL 212/MRL 6310/BN 6310
X		255	SD40-2XR	04/68	12/90	10/25/87	12/17/90		33925	7103-8	SD40 MRL 219/MRL 6346/BN 6346/C&S 886
X		256	SD40-2XR	11/71	01/91	10/26/87	1/15/91		5801-18	5801-18	SD40 MRL 207/MRL 6317/BN 6317
X		257	SD40-2XR	10/71	06/91	11/2/87	6/14/91		5801-7	5801-7	SD40 MRL 202/MRL 6306/BN 6306
X		258	SD40-2XR	10/67	06/91	10/29/87	6/14/91		33518	7073-3	SD40 MRL 217/MRL 6337/BN 6337/C&S 877
X		259	SD40-2XR	11/71	06/91	11/2/87	6/29/91		5801-25	5801-25	SD40 MRL 208:2/MRL 6324/BN 6324
X		260	SD40-2XR	10/71	08/91	11/1/87	8/5/91		5801-8	5801-8	SD40 MRL 210/MRL 6307/BN 6307
X		261	SD40-2XR	10/71	12/91	10/25/87	7/19/93		5801-2	5801-2	SD40 MRL 201/(MRL 6301)/BN 6301
X		262	SD40-2XR	02/66	09/93	8/10/93	8/10/93		31280	7874-4	SD40 CNW 884
X		263	SD40-2XR	04/66	10/93	10/20/93	10/20/93		31764	5701-2	SD40 CNW 891
X		264	SD40-2XR	01/66	11/93	11/93	11/93		31273	7846-11	SD40 CNW 877
X		265	SD40-2XR	01/66	12/93	12/93	12/93		31269	7846-7	SD40 CNW 873
X		290	SDP40-2XR	05/66	04/91	1/12/88	6/27/89		31593	7870-2	MRL 6395/BN 6395/BN 9851/GN 321
	X	301	SD45-2	02/74		7/12/89	7/14/89	4/30/14	73773-1	73773-1	CSXT 8975/SBD 8975/CRR 3617
	X	302	SD45-2	02/74		8/6/89	8/31/89	11/30/10	73773-2	73773-2	CSXT 8976/SBD 8976/CRR 3618
	X	303	SD45-2	02/74		7/12/89	7/14/89	11/30/10	73773-3	73773-3	CSXT 8977/SBD 8977/CRR 3619
	X	304	SD45-2	02/74		7/12/89	7/14/89	11/30/10	73773-4	73773-4	CSXT 8978/SBD 8978/CRR 3620
	X	305	SD45-2	02/74		7/12/89	7/14/89	wreck 11/93	73773-5	73773-5	CSXT 8979/SBD 8979/CRR 3621
	X	306	SD45-2	02/74		7/12/89	7/14/89	11/30/10	73773-6	73773-6	CSXT 8980/SBD 8980/CRR 3622
	X	307	SD45-2	02/74		7/12/89	7/14/89	11/30/10	73773-7	73773-7	CSXT 8981/SBD 8981/CRR 3623
	X	308	SD45-2	02/74		7/24/89	8/7/89	11/30/10	73773-8	73773-8	CSXT 8982/SBD 8982/CRR 3624
	X	309	SD45-2	05/74		12/28/92	5/20/93	11/30/10	74603-1	74603-1	MRL 5705/ATSF 5705
	X	310	SD45-2	05/74		12/28/92	10/93	11/30/10	74603-3	74603-3	MRL 5707/ATSF 5707
	X	311	SD45-2	05/74		12/28/92	10/93	5/23/14	74603-4	74603-4	MRL 5708/ATSF 5708
	X	312	SD45-2	05/74		12/28/92	10/93	scrap 8/06	74603-5	74603-5	MRL 5709/ATSF 5709
	X	313	SD45-2	08/74		4/30/93	10/21/93	11/30/10	74601-7	74601-7	MRL 8956/CSXT 8956/SBD 8956/SCL 2051
	X	314	SD45-2	03/69	02/85	12/96	04/98	11/30/10	34419	7138-58	MRL 7540/SP 7540/SD45 SP 9051
	X	315	SD45-2	04/69	03/85	12/96	5/30/97	4/30/14	34938	7170-35	MRL 7541/SP 7541/SD45 SP 9103
	X	316	SD45-2	03/69	03/85	12/96	4/11/00	4/30/14	34418	7138-57	MRL 7542/SP 7542/SD45 SP 9050
	X	317	SD45-2	03/69	04/85	12/96	6/10/97	4/30/14	34407	7138-16	MRL 7543/SP 7543/SD45 SP 9039
X		318	SD45-2	04/67	04/85	12/96	10/16/08		32820	7971-13	MRL 7544/SP 7544/SD45 SP 8906
X		319	SD45-2	03/68	05/85	12/96	9/2/08		33647	7082-16	MRL 7545/SP 7545/SD45 SP 8950
	X	320	SD45-2	01/70	05/85	12/96	3/20/00	4/30/14	35771	7217-11	MRL 7546/SP 7546/SD45 SP 9134
	X	321	SD45-2	03/69	06/85	12/96	unk	4/30/14	34397	7138-41	MRL 7547/SP 7547/SD45 SP 9029
	X	322	SD45-2	02/69	07/85	12/96	04/98	4/30/14	34371	7163-2	MRL 7548/SP 7548/SD45 SP 9003
	X	323	SD45-2	11/69	07/85	12/96	04/97	4/30/14	35206	7187-11	MRL 7550/SP 7550/SD45 SP 9114
	X	324	SD45-2	05/67	08/85	12/96	unk	4/30/14	32826	7971-19	MRL 7552/SP 7552/SD45 SP 8912
	X	325	SD45-2	12/68	09/85	12/96	7/29/97	5/23/14	34730	7150-5	MRL 7554/SP 7554/SD45 SSW 9064
X		326	SD45-2	01/69	10/85	12/96	unk		34354	7082-2	MRL 7555/SP 7555/SD45 SP 8986
	X	327	SD45-2	05/67	10/85	12/96	12/14/04	6/13/14	32834	7971-27	MRL 7556/SP 7556/SD45 SP 8920
X		328	SD45-2	09/66	11/85	12/96	8/10/98		32024	7887-34	MRL 7557/SP 7557/SD45 SP 8833
X		329	SD45-2	03/67	11/85	12/96	07/98		32792	7971-29	MRL 7558/SP 7558/SD45 SP 8878
X		330	SD45-2	01/70	12/85	12/96	09/97		35770	7217-10	MRL 7559/SP 7559/SD45 SP 9133
X		331	SD45-2	02/69	12/85	12/96	unk		34366	7138-17	MRL 7560/SP 7560/SD45 SP 8998
X		332	SD45-2	07/70		02/98	10/7/08		36661	7246-4	HLCX 7011/MKCX 9512/VMV 6688/CR 6688/EL 3657
	X	342	SD45	02/70		1/31/01		7/24/07	35524	7199-4	EMDX 1768/OHCR 1768/WLE 1768/NS 1768/NW 1768
	X	343	SD45	12/66		02/98	02/98	7/24/07	32538	5722-33	NREX 5316/SWRR 5316/ATSF 5316/ATSF 5562/ATSF 1862
	X	344	SD45	01/67		02/98	02/98	8/17/07	32691	7951-3	NREX 5317/DRGW 5317
	X	345	SD45-2M	11/67		1/18/97	11/98	scrap 8/06	33574	7068-31	MRL 686/LTEX 686/ST 686/ST 3152/NS 3152/SOU 3152
X		346	SD45-2M	05/70		1/18/97	6/25/99		35535	7199-15	MRL 682/LTEX 682/ST 682/ST 1779/NS 1779/NW 1779
	X	348	SD45	07/67		1/18/97	11/98	2/1/07	32710	7988-8	MRL 1746/WLE 1746/WC 1746/NW 1746
	X	350	SD45	04/69		1/18/97	07/97	8/17/07	34928	7170-25	MRL 9093/WLE 9093/WC 9093/SP 9093
X		351	SD45M	04/67	11/91	10/31/89	11/1/91		32995	7963-8	SD45 MRL 6445/NHL 6445/BN 6445/GN 415
	X	352	SD45	08/70		10/31/89	1/24/92	8/17/07	36795	7147-17	IMRL 352/MRL 352/MRL 6493/NHL 6493/BN 6493/(CBQ 532)
	X	353	SD45	08/70		10/31/89	10/31/89	7/24/07	36799	7147-21	IMRL 353/MRL 353/MRL 6497/NHL 6497/BN 6497/(CBQ 536)

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	X	354	SD45	12/71		10/31/89	10/31/89	8/17/07	5794-15	5794-15	IMRL 354/MRL 354/MRL 6557/NHL 6557/BN 6557
X		355	SD45-2M	12/71		10/31/89	10/31/89		5794-16	5794-16	IMRL 355/MRL 355/MRL 6558/NHL 6558/BN 6558
	X	356	SD45-2XR	09/69	02/92	10/30/89	10/30/89	4/30/14	35481	7194-6	MRL 6681/NHL 6681/BN 6681/SLSF 933
	X	357	SD45	09/69		10/31/89	3/2/92	2/1/07	35486	7194-11	IMRL 357/MRL 357/MRL 6686/NHL 6686/BN 6686/SLSF 938
	X	358	SD45	12/69		10/31/89	10/23/89	7/24/07	35586	7204-5	IMRL 358/MRL 358/MRL 6694/NHL 6694/BN 6694/SLSF 946
	X	359	SD45	06/71		10/29/93	6/10/94	7/24/07	37122	5773-17	IMRL 359/MRL 359/MRL 3626/NYSW 3626/NYSW 6514/BN 6514
	X	360	SD45	06/71		10/26/93		2/1/07	37121	5773-16	MRL 3624/NYSW 3624/NYSW 6513/BN 6513
	X	361	SD45	07/71		10/26/93		8/17/07	37133	5773-28	MRL 3632/NYSW 3632/BN 6525
	X	362	SD45	08/70		10/26/93	3/7/94	2/1/07	36378	7261-18	MRL 6366/NYSW 6366/BN 6489/(NP 3647)
	X	363	SD45	07/71		10/26/93	4/10/94	4/1/01	37129	5773-24	IMRL 363/MRL 363/MRL 3630/NYSW 3630/NYSW 6521/BN 6521
	X	364	SD45	06/71		10/26/93	3/25/94	7/24/07	37117	5773-12	IMRL 364/MRL 364/MRL 3622/NYSW 3622/NYSW 6509/BN 6509
	X	365	SD45	06/71		10/29/93	3/18/94	7/24/07	37111	5773-6	IMRL 365/MRL 365/MRL 3620/NYSW 3620/NYSW 6503/BN 6503
	X	366	SD45	07/71		10/28/93	12/7/93	scrap 8/06	37123	5773-18	NYSW 6515/BN 6515
	X	367	SD45	07/70		8/3/94		3/22/07	36374	7261-143	IMRL 367/MRL 367/NRE 6485/CNW 6485/BN 6485/(NP 3643)
	X	368	SD45	01/68		8/3/94		3/22/07	33843	7993-40	IMRL 368/MRL 368/NRE 6542/CNW 6542/CR 6219/PC 6219/(PRR 6219)
	X	369	SD45	08/68		8/3/94		scrap 8/06	34281	7125-5	IMRL 369/MRL 369/NRE 6566/CNW 6566/CR 6239/PC 6239
	X	370	SD45	12/67		8/3/94		3/22/07	33809	7993-6	IMRL 370/MRL 370/NRE 6504/CNW 6504/CR 6175/PC 6175/PRR 6175
	X	371	SD45	12/67		8/3/94		8/17/07	33812	7993-9	NRE 6507/CNW 6507/CR 6178/PC 6178/PRR 6178
	X	372	SD45	01/68		8/3/94		2/1/07	33861	7090-3	IMRL 372/MRL 372/NRE 6529/CNW 6529/CR 6204/PC 6204/PRR 6204
	X	373	SD45	01/68		8/3/94	5/8/00	2/1/07	33841	7993-38	NRE 6540/CNW 6540/CR 6217/PC 6217/(PRR 6217)
	X	374	SD45	01/68		8/3/94		2/1/07	33844	7993-41	IMRL 374/MRL 374/CNW 6543/CR 6220/PC 6220/(PRR 6220)
	X	375	SD45	01/68		8/3/94		7/25/07	33857	7993-54	IMRL 375/MRL 375/NRE 6556/CNW 6556/CR 6233/PC 6233/(PRR 6233)
	X	377	SD45	12/66		03/95	2/25/00	2/1/07	31847	5703-8	MRL 377/IMRL 8907/MRL 8907/VMV 8907/CSXT 8907/SBD 8907/SCL 2007/ACL 1031
	X	378	SD45	09/68		03/95		2/1/07	34163	7123-1	IMRL 378/MRL 378/MRL 8910/VMV 8910/CSXT 8910/SBD 8910/SCL 2010
X		382	SD45-2M	09/71	11/97	03/95			37720	5784-6	IMRL 382/MRL 382/MRL 8929/VMV 8929/CSXT 8929/SBD 8929/SCL 2029
	X	388	SD45	09/66		1/18/97	07/97	scrap 8/06	31979	?	LTEX 1724/WC 1724/EMDX 1724/NS 1724/NW 1724
	X	390	F45M	04/71		10/29/93	1/26/95	5/23/14	37184	5774-19	MRL 3638/NYSW 3638/NYSW 6370/BN 6644
	X	391	F45	04/71		4/17/94	05/94	3/22/07	37167	5774-2	WSOR 1001/Transcisco 1001/DLMX 743/BN 6627
	X	392	F45	05/71		4/17/94	05/00	5/23/14	37182	5774-17	WSOR 1002/Transcisco 1002/NRE 6642/BN 6642
	X	393	F45	04/71		4/17/94	03/97	3/22/07	37175	5774-10	IMRL 393/MRL 393/WSOR 1003/Transisco 1003/NRE 6635/BN 6635
X		401	GP35	01/64		1/13/88	8/9/88		28795	7710-4	MRL 6353/GTW 6353/DTI 353
X		402	GP35	01/64		1/13/88	8/11/88		28954	7710-6	MRL 6355/GTW 6355/DTI 355
X		403	GP35	01/65		12/96	11/07		29964	7776-1	OTRX 3039/DRGW 3039
X		404	GP35	01/65		12/96	10/07		29968	7776-5	OTRX 3043/DRGW 3043
X		405	GP35	01/65		12/96	10/07		29972	7776-9	OTRX 3047/DRGW 3047
X		406	GP35	02/64	03/79	12/96	Early 2000		28872	7695-38	OTRX 6319/SP 6319/SP 6557/SP 7445
X		500	GP40	09/71		7/24/09			37854	7332-17	RMIX 3025/WC 3025/CMNW 3025/UP 690/WP 3543
	X	600	SD9	04/56		5/30/88	7/19/88	2/1/07	21733	5456-7	IMRL 600/MRL 600/MRL 604:1/NREX 604/EJE 604/DMIR 107
	X	601:2	SD9	03/57		4/29/88	6/27/88	2/1/07	23115	5525-17	IMRL 601/MRL 601:2/NREX 606/EJE 606/DMIR 127
	X	602	SD9	03/56		5/30/88	7/19/88	11/30/10	21731	5456-6	IMRL 602/MRL 602/MRL 603:1/NREX 603/EJE 603/DMIR 105
	X	604:2	SD9	04/56		4/21/88	9/10/89	11/30/10	21734	5456-8	IMRL 604/MRL 604:2/MRL 605:1/NREX 605/EJE 605/DMIR 108
	X	605:2	SD7	08/53	11/80	6/5/88	9/10/89	07/06	18399	5188-2	IMRL 605/MRL 605:2/MRL 1541/SP 1541/SP 1441/SP 2741/SP 5334
	X	606	SD9	04/54	11/80	4/29/88	6/27/88	11/30/10	19436	5322-8	IMRL 606/MRL 606/MRL 4316/SP 4316/SP 3808/SP 5347
	X	607	SD7	09/53	05/80	3/28/88	8/2/89	2/1/07	18382	5188-19	MRL 1515/SP 1515/SP 1424/SP 2724/SP 5317
	X	608	SD9	02/57		12/23/88	12/23/88	5/27/14	23109	5525-11	EJE 611/DMIR 121
	X	610	SD9	02/57		8/29/88	8/29/88	5/27/14	23122	5526-3	EJE 602
	X	651	SD19-1	03/57	04/91	8/26/88	4/10/91	5/27/14	23121	5526-2	SD9 MRL 609/MRL 601:1/EJE 601
	X	652	SD19-1	04/56	10/92	7/3/88	2/2/89	5/27/14	21308	5435-20	SD9 MRL 603:2/MRL 4361/SP 4361/SP 3856/SP 5483
	X	680	SD45	08/67		1/18/97		4/25/08	32722	7988-20	LTEX 680/ST 680/ST 1779/NS 1758/NW 1758
X		701	SD35	12/65		6/18/88	9/11/88		31148	7854-7	IMRL 701/MRL 701/MRL 1566/NS 1566/NW 1566
X		702	SD35	10/65		6/5/88	11/6/89		31178	5698-17	IMRL 702/MRL 702/MRL 1546/NS 1546/NW 1546
X		703	SD35M	09/65	06/96	1/18/89	4/6/89		30521	7815-4	IMRL 703/MRL 703/NREX 591/CSXT 4591/SBD 4591/SCL 1914/ACL 1014
	X	704	SD35	10/65		6/23/88	10/13/89	10/26/93	31175	5698-14	MRL 1543/NS 1543/NW 1543
X		705	SD35	11/65		6/5/88	9/30/89		31185	5698-24	IMRL 705/MRL 705/MRL 1553/NS 1553/NW 1553
	X	(800)	E9A	04/61		1991		Unk	26568		MILW 37C
	X	1701	SD45	07/66		1/18/97		7/24/07	31956		LTEX 1701/WC 1701/EMDX 1701/NS 1701/NW 1701
	X	1718	SD45	08/66		1/18/97		08/06	31973		LTEX 1718/WC 1718/EMDX 1718/NS 1718/NW 1718
	X	1725	GP9	02/57		10/31/87		BN wrecked	22770	(5524-3)	BN 1725/NP 287
	X	1744	SD45	07/67		1/18/97		8/17/77	32708		WC 1744/EMDX 1744/NS 1744/NW 1744
	X	1831	GP9	05/54		10/31/87		3/28/91	19369	5324-1	BN 1831/GN 679

Montana Rail Link
Locomotive Roster
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Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers
	X	1904	GP9	08/57		10/31/87		BN wrecked	22722	(5505-3)	BN 1904/NP 319
X		4300	SD70ACe	05/05		8/31/05			20046621-001		Purchased new from EMD
X		4301	SD70ACe	05/05		8/31/05			20046621-002		Purchased new from EMD
X		4302	SD70ACe	05/05		8/31/05			20046621-003		Purchased new from EMD
X		4303	SD70ACe	05/05		8/31/05			20046621-004		Purchased new from EMD
X		4304	SD70ACe	06/05		8/31/05			20046621-005		Purchased new from EMD
X		4305	SD70ACe	06/05		8/31/05			20046621-006		Purchased new from EMD
X		4306	SD70ACe	06/05		8/31/05			20046621-007		Purchased new from EMD
X		4307	SD70ACe	06/05		8/31/05			20046621-008		Purchased new from EMD
X		4308	SD70ACe	06/05		8/31/05			20046621-009		Purchased new from EMD
X		4309	SD70ACe	06/05		8/31/05			20046621-010		Purchased new from EMD
X		4310	SD70ACe	06/05		8/31/05			20046621-011		Purchased new from EMD
X		4311	SD70ACe	06/05		8/31/05			20046621-012		Purchased new from EMD
X		4312	SD70ACe	06/05		8/31/05			20046621-013		Purchased new from EMD
X		4313	SD70ACe	06/05		8/31/05			20046621-014		Purchased new from EMD
X		4314	SD70ACe	06/05		8/31/05			20046621-015		Purchased new from EMD
X		4315	SD70ACe	06/05		8/31/05			20046621-016		Purchased new from EMD
X		4400	SD70ACe	07/13		8/3/13			20126895-001		Purchased new from EMD
X		4401	SD70ACe	07/13		8/3/13			20126895-002		Purchased new from EMD
X		4402	SD70ACe	11/13		12/28/13			20126895-003		Purchased new from EMD
X		4403	SD70ACe	11/13		12/28/13			20126895-004		Purchased new from EMD
X		4404	SD70ACe	04/14		5/13/14			20136895-005		Purchased new from EMD
X		4405	SD70ACe	04/14		5/13/14			20136895-006		Purchased new from EMD
X		4406	SD70ACe	04/14		5/13/14			20136895-007		Purchased new from EMD
X		4407	SD70ACe	04/14		5/13/14			20136895-008		Purchased new from EMD
X		4408	SD70ACe	04/14		5/21/14			20136895-009		Purchased new from EMD
	X	8905	SD45	12/66		03/95		7/27/07	31845	5703-6	IMRL 8905/MRL 8905/VMV 8905/CSXT 8905/SBD 8905/SCL 2005/ACL 1029
	X	8918	SD45	01/68		03/95		2/1/07	37740	7123-9	IMRL 8918/MRL 8918/VMV 8918/CSXT 8918/SBD 8918/SCL 2018
	X	8924	SD45	09/71		03/95		7/25/07	37715	5784-1	IMRL 8924/MRL 8924/VMV 8924/CSXT 8924/SBD 8924/SCL 2024
	X	8925	SD45	09/71		03/95		7/26/07	37716	5784-2	IMRL 8925/MRL 8925/VMV 8925/CSXT 8925/SBD 8925/SCL 2025
	X	8936	SD45	10/71		03/95		4/1/01	37727	5784-13	IMRL 8936/MRL 8936/VMV 8936/CSXT 8936/SBD 8936/SCL 2036
	X	8940	SD45M	10/71		03/95		2/1/07	37731	5784-17	IMRL 8940/MRL 8940/VMV 8940/CSXT 8940/SBD 8940/CRR 3627/SCL 2040
	X	8941	SD45M	10/71		03/95		8/17/07	37732	5784-18	IMRL 8941/MRL 8941/VMV 8941/CSXT 8941/SBD 8941/CRR 3628/SCL 2041

Number of units owned by MRL: 82

Notes to accompany locomotives

GE swit Unnumbered GE 44T switcher acquired with MRL's 8/1/06 purchase of Talgo's assets in Livingston, MT. Later in 2006 sold to Progress Rail.

11 Sold to ARCO - Cherry Point Ref. Rebuilt by BN from NW-2, 10/19/76 W. Burlington, IA. Repainted and relettered for 10/31/87 start up. Painting done by Scott Cooney at Trade Center Building/Montana Power spur on Darby branch and was part of the MRL 200 maiden voyage into Missoula yard. Probably first unit in MRL paint.

12 Purchased by National Railway Equipment, 6/16/14.

13 Sixteen-month upgrade completed 2/27/02 at Livingston Mech included air brake upgrade from 6BL to 26L, MU capability, road service qualification, and cab upgrades of new controls, lighting and gauges, floor, heater, and insulation. Cab interior repainted in Missoula carshop 1/08.

14 Listed for sale in Livingston, 7/07.

15 Retired 10/93 after sideswipe collision at Laurel. Damage repair exceeded value, unit dismantled for parts at Livingston.

17 Repainted 6/13 at Rocky Rail in Missoula, MT. 18th unit to receive new MRL red circle lion head logo, released 7/9/13.

18 Listed for sale in Livingston, 7/07. Purchased by National Railway Equipment, 6/16/14.

36 Ex-Milwaukee Road commuter unit mechanically rehabbed and restored to MILW passenger colors by sister company, CEECO. Became entangled in legal red tape when owner didn't pay for work done by MRL's sister company, CEECO. Following CEECO's demise, unit was re-lettered for and given to MRL and shipped to Livingston for storage. Took almost 3 months of moving from Tacoma to Stacy St. yard and Balmer yard before BNSF agreed to move east. Arrived Missoula 10/2/09 on M-PASLAU1-01 and arrived in Livingston 10/7/09 on M-MISLAU1-06. To preserve the unit from being sold or scrapped, Washington Transportation President and former Milwaukee Road employee, Bill Brodsky, arranged to donate the unit to the Powell County Museum & Arts Foundation for display in their Deer Lodge parking lot nearby Milwaukee Road Little Joe E70. Unit departed Livingston 7/19/10 DIC accompanied by MRL 133 in the lead and MRL 109 on the rear arriving Garrison that evening. On 7/20/10, a BNSF crew from Butte took the MRL GP9s and the E9 from Garrison to Deer Lodge and, after setting out the E9, returned the MRL GP9s to Garrison. Heavy haul contractor moved unit from BNSF rails down mainstreet in Deer Lodge 7/29/10. Museum dedication ceremony happened 8/1/10 during the annual Milwaukee Road employee picnic.

51 Built with AAR switcher trucks, changed to Flexcoil B at Dixmoor prior to delivery, dual controls removed and unit delivered in primer to LRC. Sent to CEECO 6/21/08 for new paint, released 7/15/08.

52 Built with AAR switcher trucks, changed to Flexcoil B at Dixmoor prior to delivery, dual controls removed and unit delivered in primer to LRC. Sent to CEECO 5/14/08 for new paint; released 6/16/08.

106 Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 7/07. Sold to SRY 6/13/08. Departed Livingston 6/24/08 on M-LAUPAS1-23.

107 Wore IMRL intials while leased to I&M Rail Link. Suffered a bent frame. Sold to CEECO 6/24/08 for parting out/scrapping. Scrapping completed in Livingston by 8/1/08.

Montana Rail Link
Locomotive Roster
June 18, 2014

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Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers
108											Wore IMRL intials while leased to I&M Rail Link. Suffered freeze damage 12/00 while on UP in Chicago during transit back to MRL following lease termination on IMRL. Never ran again while owned by MRL. Listed for sale in Livingston, 7/07. Sold to SRY 6/13/08. Departed Livingston 9/5/08 on M-LAUPAS1-05.
109											Chop nose by MRL.
110											Replacement for GP9 wrecked on BN at Marsh, MT. Chop nose by MRL. Wore IMRL intials while leased to I&M Rail Link. Departed for SRY lease 8/26/04 on M-LAUPAS1-25. Lease commenced 3/1/05 following repairs at SRY shops. Sold to SRY 7/1/05.
111											Replacement for GP9 wrecked on BN at Marsh, MT. Wore IMRL intials while leased to I&M Rail Link. Cab interior repainted in Missoula carshop 12/07. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
112											Chop nose by MRL 1/91. Listed for sale in Livingston, 7/07. Sold to SRY 6/13/08. Departed Livingston 6/24/08 on M-LAUPAS1-23.
113											Air conditioning added to cab roof during early spring 2014. Delivered to Rocky Rail for new paint May 2014. 20th unit to receive new red circle lion head logo.
114											Listed for sale in Livingston, 7/07. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
115											Originally overhauled for lease or sale, not intended for regular MRL use until 1993. Unit has two frame numbers 5102-1 from original construction 9/51 and 8041-1 from EMD rebuild 1/56. Built as GP7, later GP9 components, carbody and rating added. Chop nose by CNW 12/30/74. Repainted by Missoula carshop 9/08.
116											Built with components from MRL 1831. Chop nose by CNW 10/30/74. Frame number also reported as 5580-7. Sold to S&S Sales & Leasing 5/29/14. Will be repaired in Livingston before moving offsite.
117											Sold to S&S Sales & Leasing 5/29/14. Will be repaired in Livingston before moving offsite.
119											Departed for SRY lease 8/26/04 on M-LAUPAS1-25. Lease commenced 9/28/04. Sold to SRY 7/1/05
121											Suffered main generator grounded 8/13/07. Livingston removing engine for transplant into MRL 133 end of Aug. '07. Sold to SRY 6/13/08. Departed Livingston 6/24/08 on M-LAUPAS1-23.
122											Sold to SRY 6/99
124											Sold to SRY 6/99
125											Ran in gray primer 10/31/87 until repainted in Livingston 4/20/88. Renumbered to 125 2/14/91. Cab interior repainted in Missoula carshop 11/07. Suffered impact frame damage in Billings 3/5/09, slated for storage in Livingston. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
126											Renumbered to 126 1/17/91. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
127											Renumbered to 127 1/16/91. Air conditioning unit added to cab roof summer 2013. Repainted by Rocky Rail 9/13. 19th unit and first GP9 to receive new red circle lion head logo.
128											Originally rebuilt for lease or sale, not intended for regular MRL use until 1993. Chopnose by CNW; rebuilt for Rock by MK Inc., 5/77. Listed for sale in Livingston, 7/07. Sold to SRY 6/13/08. Departed Livingston 9/5/08 on M-LAUPAS1-05.
129											Built as GP7. Now GP7 carbody and GP9 internally. Chopnose by CNW. Sold to SRY 1/99
130											Chopnose by CNW; nicknamed "Dodge" while in red primer. Listed for sale in Livingston, 7/07.
131											Chopnose by MRL; nicknamed "Hippie Bus" or "Frankengeep" while in CNW patched paint.
132											Chopnose by CNW.
133											Previously rebuilt with larger passenger size fuel tank. Air reservoirs replaced with torpedo type placed on roof above dynamic brake blister. Dynamics brakes disabled and fan removed. Chopnose by CNW. Dynamic brakes restored sometime after MRL ownership. Suffered piston out side of unit 2/2/07 while on Paradise local, now stored unserviceable. Listed for sale in Livingston, 7/07. At end of Aug. '07 to be returned to service after receiving engine out of MRL 121. Returned to service 9/27/07.
134											Renumbered to 134 10/95 to make room for passenger equipment. Listed for sale in Livingston, 7/07. Sold to CEECO 6/24/08 for parting out/scrapping. Scrapping completed in Livingston by 8/1/08.
135											Renumbered to 135 10/95 to make room for passenger equipment. Listed for sale in Livingston, 7/07. Sold to SRY 6/13/08. Departed Livingston 6/24/08 on M-LAUPAS1-23.
151											Rebuilt to GP19-1. While assigned to the Billings switch on 6/25/08, rear ended cars set out by Z-CHCLAU9-17 at Huntley, MT. Last car of Z train, a 5-pack TOFC numbered TTAX 78699, rear platform rode up on 151's nose and ripped open the cab. Only crew injury was a sprained ankle. Mechanical department found the frame is bent and will ship to Livingston for scrapping. Scrapping complete in December 2008.
200											Repainted and relettered for MRL startup. Painting done by Scott Cooney at Trade Center Building/Montana Power spur on Darby branch. Maiden voyage into Missoula yard 10/31/87 with MRL president, Bill Brodsky and MRL owner, Dennis Washington riding in the cab. Wore IMRL intials while leased to I&M Rail Link. Spring 2010, trucks removed and rebuilt to be swapped with MRL 703's non-standard, low-mounted brake cylinder trucks. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
204											Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
205											Wrecked at Helena 2/2/89; retired by 6/21/90. Components combined with ex-UP 3024 to make MRL 252. Cab components to MRL 651.
206											Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01
209											Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Painted into IC&E colors in May 2007.
211											Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
213											Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Since scrapped.
214											Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
215											Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
216											Wore IMRL intials while leased to I&M Rail Link. Electrical cabinet fire burned unit while in helper service on Mullan pass 9/29/04. Sold to scrapper 8/06; scrapped in Livingston starting 9/06; completed by 10/17/06.
218											Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
220											Rebuilt for Corporate Leasing, Inc. Transferred to MRL 9/20/91. Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Sold by successor IC&E to Houston Locomotive departing IC&E 1/20/07 for Chicago to be scrapped.
221											Rebuilt for Corporate Leasing, Inc. Transferred to MRL 9/20/91. Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01.
222											Rebuilt for Corporate Leasing, Inc. Transferred to MRL 9/12/91. Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Sold by successor IC&E to Houston Locomotive departing IC&E 1/20/07 for Chicago to be scrapped.

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Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers
223											Rebuilt for Corporate Leasing, Inc. Transferred to MRL 9/12/91. Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Sold by successor IC&E to Houston Locomotive departing IC&E 1/20/07 for Chicago to be scrapped.
224											Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Sold by successor IC&E to Houston Locomotive departing IC&E 1/20/07 for Chicago to be scrapped.
225											Wore IMRL intials while leased to I&M Rail Link. Was to be purchased by IMRL as part of a capital lease program. IMRL cancelled lease and returned to MRL 4/23/01. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR. Last CGW SD40 in existence.
250											Set loose by vandals with two LMX units in Livingston on 10/31/87, two hours after MRL's start-up. Units ran-away and wrecked on Bozeman hill. Purchased from BN and completely rebuilt by LRC with parts (including cab) from GP40 CRI&P 392. Entered MRL service 8/25/89. Sent to CEECO 11/22/07 for new paint, released 12/19/07.
251											Rebuilt from UP hulk at LRC to SD40-2XR. Prototype of upgrade to -2 electrical specs. Tenth unit to receive new MRL red circle lion logo, returned 2/20/11.
252											Rebuilt from UP hulk utilizing components from retired MRL 205.
253											Rebuilt to SD40-2XR. 10/7/07 sent to CEECO for new paint; CEECO released 10/25/07. First job assignment is Helena local with 252.
254											Rebuilt to SD40-2XR.
255											Rebuilt to SD40-2XR. Received engine out of 216 prior to scrapping. Sent to Progress Rail in Tacoma, WA 8/17/10 for new paint. Fifth unit to receive new MRL red circle lion head logo, returned 10/2/10.
256											Rebuilt to SD40-2XR. Received wheels off MRL 680. 12/6/07 sent to CEECO for new paint; returned 1/10/08. Sent to Progress Rail in Tacoma, WA 8/30/10 for new paint. Sixth unit to receive new MRL red circle lion head logo, returned 10/20/10.
257											While numbered MRL 202 was the first unit to be painted at LRC 4/7/88. Later rebuilt to SD40-2XR. 10/7/07 sent to CEECO for new paint; returned 11/26/07. First job assignment post-lease fleet is Laurel-Billings transfer. Equipped with Aux Power Unit and engine shutdown timer 5/08.
258											Rebuilt to SD40-2XR. 10/7/07 sent to CEECO for new paint; returned 12/8/07. First job assignment post-lease fleet is Laurel-Billings transfer. Equipped with Aux Power Unit and engine shutdown timer 5/08.
259											Rebuilt to SD40-2XR. Sent to Progress Rail in Tacoma, WA 9/21/10 for new paint. Seventh unit to receive new MRL red circle lion head logo.
260											Rebuilt to SD40-2XR. Received engine out of 255. Sent to Progress Rail in Tacoma, WA 12/17/10 for paint. Eleventh unit to receive new MRL red circle lion logo.
261											Repainted and relettered for 10/31/87 startup as MRL 201. Rebuilt to SD40-2XR. Equipped with behind the cab Farr Co. intake air shrouds for intake air. Sent to Progress Rail in Tacoma, WA 10/9/10 for new paint. Eighth unit to receive new MRL red circle lion head logo, returned 12/10/10.
262											Rebuilt to SD40-2XR by LRC 10/93. Operation Lifesaver logos. Frame # right gear is 7874-4, the EMD order # frame # on front draught gear is 7874-3. 8/26/07 sent to CEECO for new paint (released 9/14/07) in preparation for dedicated use on the high profile Milltown dam clean-up local that will run Bonner to Opportunity Ponds.
263											Rebuilt to SD40-2XR by LRC 10/93. Operation Lifesaver logos. 8/25/07 sent to CEECO for new paint (released 10/1/07) in preparation for dedicated use on the high profile Milltown dam clean-up local that will run Bonner to Opportunity Ponds. Equipped with Aux Power Unit and engine shutdown timer 5/08.
264											Rebuilt to SD40-2XR by LRC 11/93. Operation Lifesaver logos. Frame # from rear left appears to be 7846-11, frame # from front draught gear is 7846-2. Proper EMD order # is 7846-11. Ninth unit to receive new MRL red circle lion logo.
265											Rebuilt to SD40-2XR by LRC 12/93. Used to have Operation Lifesaver logos, repainted with new MRL logo and without OL logo 10/06 at MAC in KCMO. Frame numbers from both corners missing due to repairs. Frame number on collision post is 07846-11 but the 11 is struck out and a 10 follows. Frame number on the front draught gear is clearly 7846-6. The proper EMD order # is 7846-7.
290											MRL purchased from BN following wreck damage at Helena Jct. Unit rolled away northbound from an MRL crew who tried to chase it down and found it rolling back towards them. Released from LRC 6/27/89 as Montana centennial unit in modified MRL paint with centennial logos and gold stars. Rebuilt to SD40-2XR. Sent to Progress Rail in Tacoma, WA 2/15/11 for new paint. 12th unit to receive MRL red circle lion head logo.
301											Sent to CEECO 11/8/08 for new paint, returned 5/2/09. Was the second to receive the new MRL red circle lion head logo and the last to be painted at CEECO prior to their announced closing in July '09. As of Feb 2011, unit is determined to be only good for parts. Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Cannibalized and unserviceable prior to scrapping.
302											Both frame numbers obliterated due to wreck repairs. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed 2-8-11 on M-LAUPAS3-05 destined for Schnitzer Steel in Portland, OR.
303											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed 2-8-11 on M-LAUPAS3-05 destined for Schnitzer Steel in Portland, OR.
304											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed 2-8-11 on M-LAUPAS3-05 destined for Schnitzer Steel in Portland, OR. Scrapping completed last week of April 2011.
305											Destroyed at Kelso, WA in head-on collision while leased to BN 11/11/93.
306											Damaged in Bozeman helper collision 11/8/02. Returned to service 3/18/04. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
307											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
308											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed 2-8-11 on H-KCKPAS9-05 destined for Schnitzer Steel in Portland, OR. Set out for dragging equipment at Plains. Later picked up by M-LAUPAS3-07 for delivery to BNSF in Spokane where it spent several weeks at the Parkwater roundhouse.
309											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
310											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed 2-8-11 on M-LAUPAS3-05 destined for Schnitzer Steel in Portland, OR.
311											Sent to CEECO 11/8/08 for new paint, returned 4/2/09. Was the first unit to receive new MRL red circle lion head logo with "Rail Link" on the hood. Sold to Progress Rail 5/23/14. Scrapped in Livingston beginning 5/28/14. In service prior to scrapping serving in Laurel yard as switcher and with Laurel-Billings transfer. Last assignment working the R-MRL823-1-13 with MRL 705 on Laurel-Billings transfer on 5/14/14.
312											Wrecked in Bozeman helper collision 11/8/02, scrapping completed 8/17/06 in Livingston.
313											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed 2-8-11 on M-LAUPAS3-05 destined for Schnitzer Steel in Portland, OR.
314											Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed 2-8-11 on M-LAUPAS3-05 destined for Schnitzer Steel in Portland, OR.
315											Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.
316											Used for power generation in Butte. Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.
317											Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.
318											Acquired 7/31/97. Arrived in SP gray and red. Sent to CEECO 7/5/08 for repainting and renumbering, released 10/16/08. The LAST unit to be repainted in MRL blue making fleet 100% same paint scheme after 21 years of operations.
319											Acquired 7/31/97. Arrived in SP gray and red. Sent to CEECO 7/5/08 covered in white spray painted birds painted by a bored Livingston worker who got into left over LRC stencils. Renumbered and repainted by CEECO in Tacoma, WA released 9/2/08.
320											Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.

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Locomotive Roster
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Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers
321	Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.										
322	Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.										
323	Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.										
324	Acquired 7/31/97. Suffered a cracked crankshaft in Helena local service 7/1/07. Received engine, trucks, and wheels off MRL 680; released for service 7/26/08. Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Stored serviceable prior to scrapping.										
325	Sold to Progress Rail 5/23/14. Scrapped in Livingston beginning 5/28/14. In active service prior to scrapping. Last assignment 5/14/14 hauling ballast empties with MRL 290 from Kootenai to Pipestone to load ballast and then hauling loads to Helena where 325 was set out 5/17/14 for movement to Livingston to prep for scrapping.										
327	Acquired 5/30/97. Arrived in SP Kodachrome paint. Used for power generation in Butte while numbered MRL 7556. Renumbered and repainted at CEECO 12/14/04. Determined to have a worn out engine in need of rebuild while in BNSF lease service 6/4/14. Unit will be returned to MRL for scrapping. Last assignment was running with MRL 330 on BNSF's Shelby-Havre locals. Last day in service 5/14/14 arriving Havre on L-MON8143-12. Returned to Laurel 6/9/14. Sold to Progress Rail 6/13/14.										
329	Acquired 7/31/97. Arrived in SP Kodachrome paint. Renumbered and repainted 7/98.										
332	Acquired 1/31/98. Arrived in purple and gold MK Rail paint. Was an SDP45. Rebuilt with SD45-2 car body and dash 2 electricals by EL's Hornell shops in 1973-74 following a wreck. Sent to CEECO 7/5/08 for repainting into MRL colors. Returned 10/7/08 on K-PASKCK9-06 with former EL employee, Dave Franz, as engineer between Spokane and Missoula.										
342	Purchased from EMD 1/31/01, damaged in Bozeman helper collision 11/8/02. Returned to service 5/20/04. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/8/07 on H-LAUGAL1-07 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
343	Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/8/07 on H-LAUGAL1-07 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
344	In 2007, last serviceable ex-DRGW SD45. Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/20/07 on H-LAUGAL1-19 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
345	Chop-nosed at CEECO and upgraded with Q-tron microprocessor and dash 2 electricals, 11/98. Wrecked in Bozeman helper collision 11/8/02, scrapping completed 8/9/06 in Livingston.										
346	Chop-nosed at CEECO and upgraded with Q-tron microprocessor and dash 2 electricals, 6/99. Sent to Progress Rail in Tacoma for paint and new red circle lion logo 4/9/11, returned 8/31/11 -- 15th unit to receive new logo.										
348	Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/26/07 on H-LAUGAL1-25 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
350	Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/19/07 on H-LAUGAL1-18 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
351	On lease from 9/88 prior to purchase. In service 12/1/88. Upgrade to Q-tron microprocessor and dash 2 electricals at LRC 11/1/91. As of 12/12, unit swapping engines with MRL 356 and will be returned to serviceable status.										
352	On lease from 9/88 prior to purchase. In service 11/18/88. Ordered by CBQ, delivered to BN. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/19/07 on H-LAUGAL1-18 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
353	On lease from 9/88 prior to purchase. In service 9/6/88. Ordered by CBQ, delivered to BN. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/8/07 on H-LAUGAL1-07 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
354	On lease from 9/88 prior to purchase. In service 11/17/88. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/19/07 on H-LAUGAL1-18 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
355	On lease from 9/88 prior to purchase. In service 9/6/88. Upgraded with Q-tron microprocessor and dash 2 electricals. Could be labeled SD45-2XR. Wore IMRL intials while leased to I&M Rail Link. Sent to Progress Rail in Tacoma for paint and new red circle lion logo 4/9/11, returned 9/13/11 -- 16th unit to receive new logo.										
356	On lease from 9/88 prior to purchase. In service 11/17/88. Upgrade to SD45-2XR by LRC 2/20/91. As of 12/12, unit is swapping engines with MRL 351 and will become a parts source or scrap candidate. Traded to Progress Rail 4/30/14 on 2014 SD70ACe order. Scrapped in Livingston, MT during May 2014. Cannibalized and unserviceable prior to scrapping.										
357	On lease from 9/88 prior to purchase. In service 11/17/88. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/24/07 on H-LAUGAL1-24 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
358	On lease from 9/88 prior to purchase. In service 1/9/89. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/5/07 on H-LAUGAL1-04 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
359	Arrived NYSW paint. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/5/07 on H-LAUGAL1-04 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
360	Arrived NYSW paint. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/26/07 on H-LAUGAL1-25 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
361	Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/19/07 on H-LAUGAL1-18 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
362	Ordered by NP, delivered to BN. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/24/07 on H-LAUGAL1-24 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
363	Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Now numbered ICE 363.										
364	Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/5/07 on H-LAUGAL1-04 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
365	Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/8/07 on H-LAUGAL1-07 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
366	Arrived in BN paint. Sold to scrapper 8/06, scrapped in Livingston.										
367	Ordered by NP, delivered to BN. Wore IMRL intials while leased to I&M Rail Link. Major fire damage 4/21/06 while leased to KCS and running on UP. Returned to MRL 2/5/07 without repair by KCS. Sold to Progress Rail 3/22/07. Departed Laurel 3/27/07 on H-LAUGAL1-27 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
368	Ordered by PRR, delivered to PC. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston 1/07. Sold to Progress Rail 3/22/07. Departed Laurel 3/27/07 on H-LAUGAL1-27 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
369	Wore IMRL intials while leased to I&M Rail Link. Sold to scrapper 8/06, scrapped in Livingston.										
370	Wore IMRL intials while leased to I&M Rail Link. Suffered catastrophic engine failure while leased to BNSF 9/06. Returned from BNSF without repair 2/4/07. Sold to Progress Rail 3/22/07. Departed Laurel 3/27/07 on H-LAUGAL1-27 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
371	Frame may be stamped 7994-9. Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/19/07 on H-LAUGAL1-18 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
372	Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/26/07 on H-LAUGAL1-26 waybilled to Jabco Industrial Services in Chicago Heights, IL.										

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Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers
373											Ordered by PRR, delivered to PC. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/26/07 on H-LAUGAL1-26 waybilled to Jabco Industrial Services in Chicago Heights, IL.
374											Ordered by PRR, delivered to PC. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/26/07 on H-LAUGAL1-26 waybilled to Jabco Industrial Services in Chicago Heights, IL.
375											Ordered by PRR, delivered to PC. Wore IMRL intials while leased to I&M Rail Link. Sold to US Rail Partners' Northern Illinois & Wisconsin Ry 7/25/07 (with an initial 49-day lease beginning 6/5/07) for use on Eastern Washington Gateway RR out of Cheney, WA. Departed Missoula for Cheney 6/5/07 on M-LAUSPO1-04. Now initialed NIWX.
377											Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/24/07 on H-LAUGAL1-24 waybilled to Jabco Industrial Services in Chicago Heights, IL.
378											First unit painted in new Washington Corp "roaring lion/flying W" logo by 9/5/95. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/26/07 on H-LAUGAL1-26 waybilled to Jabco Industrial Services in Chicago Heights, IL.
382											Upgraded with Q-tron microprocessor and dash 2 electricals by CEECO 11/97. Could be labeled SD45-2XR. Wore IMRL intials while leased to I&M Rail Link. Swapped trucks, including traction motors, with MRL 390, 3/11. Received fuel optimizer package spring 2011 to run with SD70ACe #4308. Sent to Progress Rail in Tacoma, WA 4/2/12 for new paint. 17th unit to receive new MRL red circle lion head logo, returned 5/18/12.
388											Sold to scrapper 8/06, to be scrapped in Livingston starting 9/06. Scrapping under way 10/17/06, completed 12/12/06.
390											Upgraded with Q-tron QES-1000 load computer system, dash 2 electrical cabinet and D-87 traction motors in 1995. Second-to-last BN F45 built. Could be labeled F45-2XR. Swapped trucks, including traction motors, with MRL 382, 3/11. Sold to Progress Rail 5/23/14. Stored serviceable prior sale to Progress. 5/28/14 -- at last minute, sold by Progress Rail to unknown buyer for preservation.
391											Delivered with Detroit Diesel/Kato head end power from Transcisco Tours Limited. Cooling system modified by MRL to be independent from locomotive radiators and fans. Had HEP generator unit removed and installed in power car. Stored BO at Livingston 10/19/05. Listed for sale in Livingston 1/07. Sold to Progress Rail 3/22/07. Departed Laurel 3/26/07 on H-LAUGAL1-26 waybilled to Jabco Industrial Services in Chicago Heights, IL.
392											Damaged in Bozeman helper collision 11/8/02. Returned to service 2/15/04. Assisted SP&S 700 excursion 10/02 and SP 4449 10/04. Sold to Progress Rail 5/23/14. Scrapped in Livingston beginning 6/2/14. Stored serviceable prior to scrapping.
393											Wore IMRL intials while leased to I&M Rail Link. Was to be purchased by IMRL as part of a capital lease program. IMRL cancelled lease and returned to MRL 4/23/01. Main generator fire while on lease to BNSF 7/14/06, stored BO at Livingston upon return from lease. Listed for sale in Livingston 1/07. Sold to Progress Rail 3/22/07. Departed Laurel 3/26/07 on H-LAUGAL1-25 waybilled to Jabco Industrial Services in Chicago Heights, IL.
401											Arrived on MRL 1/15/88. 2/08 Receiving Quantum adhesion package in Livingston. Sent to Progress Rail in Tacoma, WA (former CEECO facility) 6/21/10 for new paint. Third unit to receive new MRL red circle lion head logo. Returned 8/22/10. Truck rebuild completed 7/5/13 in Livingston.
402											Arrived on MRL 1/15/88. Summer 2009, receiving major upgrade work in Livingston including truck overhauls, rewiring high and low voltage wiring, quantum adhesion package, all new 645 power assemblies, water pumps, oil pumps, injectors, and all new rod, main, and cam bearings. Sent to Progress Rail in Tacoma, WA (former CEECO facility) 7/22/10 for new paint. Fourth unit to receive new MRL red circle lion head logo. Returned 9/8/10.
403											Arrived on MRL in Omnitrax initials and number. Remained in Omnitrax light blue paint until 10/07. Sent to CEECO for painting in MRL colors 10/9/07; returned 12/8/07.
404											Arrived on MRL in Omnitrax initials and number. Remained in Omnitrax light blue paint until 10/07. Sent to CEECO for painting in MRL colors 10/9/07; returned 11/7/07. 2/08 Receiving Quantum adhesion package in Livingston.
405											Arrived on MRL in Omnitrax initials and number. Remained in Omnitrax light blue paint until 10/07. Sent to CEECO for painting in MRL colors 10/9/07; returned 11/16/07. Summer 2009, receiving major upgrade work in Livingston including truck overhauls, rewiring high and low voltage wiring, quantum adhesion package, all new 645 power assemblies, water pumps, oil pumps, injectors, and all new rod, main, and cam bearings.
406											Arrived on MRL in Omnitrax initials and number. Remained in Omnitrax light blue paint until early 2000.
500											RIMX 3025 acquired by MRL when CEECO closed. Arrived Laurel 7/24/09 on H-NTWLAU9-19 waybilled from Chicago. Delivered to Livingston 7/25/09 on M-LAUHEL1-24. Currently undergoing rebuild as Livingston shop employees have time. 9/26/13 CMO directed new number to be MRL 500.
600											Wore IMRL intials while leased to I&M Rail Link. Suffered freeze damage 12/00 while on UP in Chicago during transit back to MRL following lease termination on IMRL. Never ran again while owned by MRL. Listed for sale in Livingston 1/07. Sold to Progress Rail for scrapping 2/1/07 departing Livingston 2/7/07. Account Progress unable to ship on BNSF w/o expensive upgrades, returned to Livingston 3/27/07 to be scrapped. Scrapped during 5/07.
601											Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston 1/07. Sold to Progress Rail for scrapping 2/1/07 departing Livingston 2/7/07. Account Progress unable to ship on BNSF w/o expensive upgrades, returned to Livingston 3/27/07 to be scrapped. Scrapped during 5/07.
602											Wore IMRL initials while leased to I&M Rail Link. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
604:2											Wore IMRL intials while leased to I&M Rail Link. First unit chopnosed by LRC for MRL. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
605:2											Upgraded by SP Sacramento shops. Wore IMRL intials while leased to I&M Rail Link. Sold to Nationwide 7/06, re# to LOCX 605. Waybilled to South Dakota Wheat Growers Assn in Grebner, SD. Departed Livingston 9/8/06 for new owner.
606											Upgraded by SP Sacramento shops. Wore IMRL intials while leased to I&M Rail Link. Listed for sale in Livingston, 7-15-10. Sold to Steel Etc 11-30-10. Departed MRL 5-29-11 as part of a funeral train of 17 MRL units headed for Schnitzer Steel in Portland, OR.
607											Upgraded by SP Sacramento shops. Listed for sale in Livingston 1/07. Sold to Progress Rail for scrapping 2/1/07 departing Livingston 2/10/07. Account Progress unable to ship on BNSF w/o expensive upgrades, returned to Livingston 3/27/07 to be scrapped. Scrapped during 5/07.
608											Renumbered and painted at NRE. Flying W reversed left side. Sold to Columbia Basin Railroad 5/27/14. Departed Livingston 5/28/14 on H-KCKSPO1-25. Returned to Missoula on M-SPOLAU1-30 due to BNSF mistake. Returned west on H-KCKSPO1-27 and arrived Yakima, WA 6/2/14.
610											Chopnosed, changed to short hood lead with 26RL air brakes and AAR controls by LRC 1989. Assigned to Missoula yard for many years until remote control usage started causing frame damage. 12/6/06 Leased long-term to Industrial Switching Services in Texas. Sold to Columbia Basin Railroad 5/27/14. Departed Livingston 5/28/14 on H-KCKSPO1-25 and arrived Yakima, WA 6/2/14.
651											Chopnosed, changed to short hood lead with 26RL air brakes and AAR controls by LRC 11/89. Rebuilt to SD19-1 4/91. Received cab from wrecked MRL 205 and has a GP38 fuel tank. Sold to Columbia Basin Railroad 5/27/14. Departed Livingston 5/28/14 on H-KCKSPO1-25. Returned to Missoula on M-SPOLAU1-30 due to BNSF mistake. Returned west on H-KCKSPO1-27 and arrived Yakima, WA 6/2/14.
652											Upgraded as SD9 by SP Sacramento shops. Upgraded by LRC to SD19-1 1992. Q-tron QES-1000 load regulator computer installed. Long hood from SD40 with two 48" cooling fans. Operation Lifesaver logos. Sold to Columbia Basin Railroad 5/27/14. Departed Livingston 5/28/14 on H-KCKSPO1-25. Arrived Yakima, WA 6/9/14.

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Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers
680	Remained painted in Guilford colors with N&W high nose. Nicknamed "Surgio" by Livingston mechanical because of noise made going up Bozeman hill. If renumbered, would have been MRL 347. 7/9/07 planned to be cannibalized for parts after MRL 324 suffered a cracked crankshaft and needed a new engine. Removal of engine, trucks, and wheels started 10/11/07. The 680 was scrapped after good parts removed. 2/08 Stripping completed and waiting for sale to scrapper. 4/25/08 sold to Steel Et Cetera, scrapped during summer 2008.										
701	Chop-nosed by CEECO 3/95. Wore IMRL intials while leased to I&M Rail Link. Summer 2006 returned to service with electrical and mechanical upgrades. Received Quantum mod adhesion package. Released for testing in Livingston helper service 3/23/07 and assigned to remote switching service in Missoula yard. 8/25/07 sent to CEECO for new paint as completion of the upgrading process; CEECO released 10/11/07.										
702	Chop-nosed after arriving MRL. Wore IMRL intials while leased to I&M Rail Link. Spring/Summer 2007 receiving major electrical upgrade and engine rebuilding in Livingston. Same electrical upgrade and Quantum mod package as 701. Departed 11/22/07 for new paint at CEECO; returned 12/23/07. Will return to remote switching duty in Laurel yard.										
703	Painted at NRE. Arrived with low nose as originally ordered from EMD by ACL. Originally painted with engr side Flying W reversed, nose stripes alternating 6" white and 3" blue on steeper angle, and vehicle logo above nose light. Equipped with Q-tron microprocessor by CEECO 6/25/96. Wore IMRL intials while leased to I&M Rail Link. Assigned to remote switching service account more durable and powerful than SD9 and GP9 units. New paint at CEECO 3/18/08, released 3/27/08. Spring 2010, Livingston will be swapping 703's non-standard, low-mounted brake cylinders trucks with MRL 200's rebuilt trucks.										
704	Chopnosed by MRL by 10/13/89. Sold to LRC 11/93 for rebuild and sale to 3rd party.										
705	Equipped with Barco transition control and chopnose at NRE, Dixmoor in 1993. Wore IMRL intials while leased to I&M Rail Link. Assigned to remote switching service account more durable and powerful than SD9 and GP9 units. 1/08 Receiving Quantum mod adhesion package. Sent to Progress Rail in Tacoma 3/21/11 for paint and new MRL red circle lion logo -- 14th unit with new logo.										
(800)	Owned by Dennis Washington for biz train service to be numbered MRL 800. Scrapped 8/92 in Livingston due to structural deteriorization. Never operated on MRL.										
1701	If renumbered, will be MRL 386. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/5/07 on H-LAUGAL1-04 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
1718	Sold to scrapper 8/06, scrapping in Livingston commenced 8/15/06 was completed 9/20/06. Was to be renumbered MRL 387.										
1725	Wrecked 1/7/88 on BN at Marsh, MT. Scrapped at Glendive 4/27/88.										
1744	If renumbered, would have been MRL 389. Currently painted in WC colors. Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/20/07 on H-LAUGAL1-19 waybilled to Jabco Industrial Services in Chicago Heights, IL.										
1831	Frame damaged and unit scrapped 3/91. Components combined with CNW 4507 to build MRL 116.										
1904	Wrecked 1/7/88 on BN at Marsh, MT. Scrapped at Marsh 8/18/88.										
4300	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 9/8/05 21:30 on H-PASKCK1-07										
4301	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 9/9/05 12:35 on H-PASTUL1-08										
4302	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 9/25/05 1:05 on H-PASLAU1-23. Was sent to Relco Locomotive in Albia, IA for testing at end of July and then worked west to CEECO for paint crossing MRL in primer on 8/26/05 on M-LAUPAS1-25.										
4303	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 12/4/05 4:20 on H-PASLAU1-02										
4304	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 12/6/05 20:53 on H-PASTUL1-05. Suffered a blown engine 1/26/13 while in Helena helper service. Received new tier 2+ engine 4/17/13. Returned to service 4/18/13.										
4305	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 9/25/05 1:05 on H-PASLAU1-23. Was sent to Relco Locomotive in Albia, IA for testing at end of July and then worked west to CEECO for paint crossing MRL in primer on 8/26/05 on M-LAUPAS1-25.										
4306	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 10/21/05 7:20 on H-PASKCK1-20										
4307	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 10/5/05 22:00 on H-PASLAU1-04. Engine changed in May 2012.										
4308	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 12/5/05 20:20 on H-PASTUL1-04. Suffered multiple power assembly failures and crank damage 2/11/11 while on gas local. Diesel engine removed in Livingston and shipped to VMV in Paducah, KY for rebuild. While laid up, received fuel optimizer package to run with SD45-2 #382.										
4309	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 10/5/05 22:00 on H-PASLAU1-04										
4310	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 11/3/05 4:25 on H-PASLAU1-01. Suffered engine explosion and fire from broken rod while in Helena helper service 1/1/13. Received new tier 2+ engine 3/15/13. Returned to service 3/16/13.										
4311	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 11/10/05 9:10 on H-PASLAU1-08										
4312	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 11/20/05 1:02 on H-PASLAU1-18. Sent to Progress Rail in Tacoma 2/21/11 for new TA17 main alternator and new MRL red circle lion head logo -- 13th unit to receive logo. Returned 5/13/11. Suffered two power assembly failures 6/1/11 while on gas local. Diesel engine removed in Livingston and shipped to VMV in Paducah, KY for rebuild.										
4313	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 10/9/05 9:40 on H-PASKCK1-08										
4314	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 11/14/05 18:35 on H-PASTUL1-13. Engine change completed 10/12/12.										
4315	Ordered from EMD when part of GM, delivered after EMD was sold. Arrived Msla after painting at CEECO in Tacoma, WA 11/26/05 19:41 on H-PASTUL1-25										
4400	Ordered from EMD/Progress Rail in spring 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. New number series used account whisper cabs and other updated components. Arrived Laurel 8/2/13 16:45 on H-KCKSPO1-29.										
4401	Ordered from EMD/Progress Rail in spring 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. New number series used account whisper cabs and other updated components. Arrived Laurel 8/2/13 16:45 on H-KCKSPO1-29.										
4402	Ordered from EMD/Progress Rail in fall 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. FXE interchanged to BNSF at Eagle Pass, TX 12/8/13. Arrived Laurel 12/28/13 20:56 on M-DILLAU1-24.										
4403	Ordered from EMD/Progress Rail in fall 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. FXE interchanged to BNSF at Eagle Pass, TX 12/8/13. Arrived Laurel 12/28/13 20:56 on M-DILLAU1-24.										
4404	Ordered from EMD/Progress Rail in fall 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. FXE interchanged to BNSF at Eagle Pass, TX 4/29/14. Arrived Laurel 5/13/14 04:36 on M-DENLAU1-08 with brakes applied and discolored wheels. MRL initially refused acceptance but accepted units in Livingston after further inspection. First assignment was Livingston helpers.										
4405	Ordered from EMD/Progress Rail in fall 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. FXE interchanged to BNSF at Eagle Pass, TX 4/29/14. Arrived Laurel 5/13/14 04:36 on M-DENLAU1-08 with brakes applied and discolored wheels. MRL initially refused acceptance but accepted units in Livingston after further inspection. First assignment was Livingston helpers.										
4406	Ordered from EMD/Progress Rail in fall 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. FXE interchanged to BNSF at Eagle Pass, TX 4/29/14. Arrived Laurel 5/13/14 04:36 on M-DENLAU1-08										

Montana Rail Link
Locomotive Roster
June 18, 2014

Compiled by Brent Mueller.
Please direct all comments and corrections to the MRL list.

Current Owned	Former Unit	Road Number	Model	Blt	Rblt	Acquire	Painted/Re#	Sold/Dispose	Bldr Number	Frame Num.	Former Numbers

with brakes applied and discolored wheels. MRL initially refused acceptance but accepted units in Livingston after further inspection. First assignment was Livingston helpers.

4407 Ordered from EMD/Progress Rail in fall 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. FXE interchanged to BNSF at Eagle Pass, TX 4/29/14. Arrived Laurel 5/13/14 04:36 on M-DENLAU1-08 with brakes applied and discolored wheels. MRL initially refused acceptance but accepted units in Livingston after further inspection. First assignment was Livingston helpers.

4408 Ordered from EMD/Progress Rail in fall 2013. Built by Bombardier Transportation in Ciudad Sahagun, Hidalgo, Mexico. FXE interchanged to BNSF at Eagle Pass, TX 5/2/14. Unit delayed at manufacturer for a few days account red dot decal issues. Arrived Laurel 5/21/14 22:11 on M-DENLAU1-18. First assignment was substituting in LM/ML service, with long-term plans for gas local service.

8905 Wore IMRL intials while leased to I&M Rail Link. Was to be purchased by IMRL as part of a capital lease program. IMRL cancelled lease and returned to MRL 4/23/01. If renumbered, would have been MRL 376. Listed for sale in Livingston, 4/07. Sold to Progress Rail 7/24/07. Departed Laurel 8/5/07 on H-LAUGAL1-04 waybilled to Jabco Industrial Services in Chicago Heights, IL.

8918 Wore IMRL intials while leased to I&M Rail Link. If renumbered, would have been MRL 379. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/26/07 on H-LAUGAL1-25 waybilled to Jabco Industrial Services in Chicago Heights, IL.

8924 Wore IMRL intials while leased to I&M Rail Link. If renumbered, would have been MRL 380. Ordered by PRR, delivered to PC. Sold to US Rail Partners' Northern Illinois & Wisconsin Ry 7/25/07 (with an initial 49-day lease beginning 6/5/07) for use on Eastern Washington Gateway RR out of Cheney, WA. Departed Missoula for Cheney 6/5/07 on M-LAUSPO1-04.

8925 Wore IMRL intials while leased to I&M Rail Link. If renumbered, would have been MRL 381. Listed for sale in Livingston, 4/07. Sold to US Rail Partners' Northern Illinois & Wisconsin Ry 7/26/07. Renumbered to NIWX 8925 prior to departing Livingston 7/31/07 for Eastern Washington Gateway RR out of Cheney, WA. Departed Missoula for Cheney 8/1/07 on M-LAUSPO1-30.

8936 Wore IMRL intials while leased to I&M Rail Link. Purchased by IMRL 4/1/01. Was to be MRL 383. Scrapped in late 2005 by IC&E, IMRL's successor.

8940 Microprocessor equipped. Wore IMRL intials while leased to I&M Rail Link. If renumbered, would have been MRL 384. Listed for sale in Livingston 1/07. Sold to Progress Rail 2/1/07. Departed Laurel 3/24/07 on H-LAUGAL1-24 waybilled to Jabco Industrial Services in Chicago Heights, IL.

8941 Wore IMRL intials while leased to I&M Rail Link. If renumbered, would have been MRL 385. Listed for sale in Livingston, 4/07. Sold to Progress Rail 8/17/07. Departed Laurel 8/19/07 on H-LAUGAL1-18 waybilled to Jabco Industrial Services in Chicago Heights, IL.

Sources for the roster were:
Various MRL mechanical department rosters.
Jeff Pluemer and his original MRL roster posted in the list files.
Del Grosso's and Yaremko's "MRL Locomotive and Rolling Stock 2000" book.
Dale Whitmee (Naniamo73) and his MRL roster at http://www.trains.com/TRC/CS/forums/1/606191/ShowPost.aspx#606191

Please note that occasionally MRL's sister company, CEECO of Tacoma, WA, would move locomotives under MRL initials that are not owned by MRL. These units are not included on this roster. Nor are IMRL-owned units that moved under MRL initials prior to start up.