Montana Rail Link

NEWSLETTER

Issue No. 17 | Information for Employees and Customers | September-October/1991

LOOKING AHEAD

Dates to Remember

September (all month)
Next period to enroll in or change 401(k) Plan

September 19-20
MRL hosts
Regional Railroads of America Conference Spokane & Missoula

October
Missoula
United Way Campaign

October 2-4
Fall Meeting of the Association of Car Accounting and Car Service Officers
Missoula

December (all month)
Enrollment/change period for 401(k) Plan

Employee Christmas Parties:
December 7
Livingston
December 13
Laurel/Billings
December 14
Missoula
Helena (to be announced)

Inside this issue:

News Briefs

■ The Policy & Procedure manual is now available. Containing 17 sections, it provides guidelines on the conduct of the various aspects of our business. Topics range from accounting to safety. The manuals are being distributed to all department heads and selected supervisors who will make them available to employees for review.

■ Montana Rail Link is participating with the New York investment banking firm of Anacostia & Pacific and the Washington D.C. consulting firm of RBC Associates in a joint venture with Argentine business men to bid on a portion of the state-owned rail system which Argentina is moving to privatize. A feasibility study has been completed and a proposal submitted to the Argentine government. As part of the effort, **Richard Keller**, chief engineer, visited Argentina in February to look at the track structure and the general condition of the property. If the proposal of the joint venture is accepted, MRL will play a role in training a management team for the new railroad and assisting in the start up and early years of the operation. Three of our Argentine associates will visit MRL in conjunction with a Regional Railroads of America board meeting on September 20.

■ The 1991 Employee Photo Contest is history. **Jay Lentzner**, design and maintenance engineer, took the Grand Prize with his photo of a train on Quartz

(continued, turn to News on page 3)

*Gang 53 installed a record-setting 2,300 cross-ties during a 10 1/2 hour shift on June 5 near Noxon, Montana, breaking the record set last year by 200 ties. In recognition of the achievement, foreman **Lyle Evans** and his 31 person gang received special tee-shirts at a dinner on June 19. Pictured here with the shirts are, left to right, are gang members **Ron Mead**, **Rick Bentham** and **Robbie Guptill**.*

From the President's Desk

Attitudes are important; both our own and those of the people around us. A bad mood makes it difficult to focus on the work at hand. If the people we work with are sour and complaining, they can make the day an unpleasant prospect. By the same token, if the people around us are up-beat and professional, difficult work passes quickly.

The Washington Corporations are committed to providing a positive work environment. To that end each of the Washington companies conducts periodic surveys to measure attitudes on the factors that make up the work environment. Last year's MRL survey pointed out areas that were strong and others that needed to be addressed. Our benefit program received high marks. Almost everyone ranks the 401K program very high. On the other side of the ledger was general dissatisfaction with pay. In between were various concerns with facilities, communications and job content.

As a result of the feedback meetings a number of changes were set in motion. Typical were more storage in the marketing area of the General Office Building, a locomotive wash building at Livingston, coverage for maintaince of way employees using personal vehicles on company business, better distribution of staff meeting minutes and engineering department status reports, and cross training for assistant trainmasters and dispatchers.

Keeping track of how we're doing is a continuous process. I talk to many of you from time to time, but it is frustrating knowing how many other people I seldom see. I look forward to participating in this year's attitude survey both in giving my own views and in seeing yours.

The survey forms will be distributed in November and we will schedule the feedback sessions in January. The feedback sessions will be more focused this year as we try to zero in on the three or four items that are most important to each group. The results will give us a focus for the coming year. •

William H. Bulkley

Service guarantee attracts new business

Problem: Transporting petroleum pitch fuel from refinery to consumer, in a specified period of time, cost effectively.

Solution: Ship by rail on a Montana Rail Link transportation contract with guaranteed service.

The Ash Grove Cement West plant at Montana City, Montana, burns asphalt pitch in its cement kiln. The Cenex refinery at Laurel, Montana, produces the product. The pitch is loaded in tank cars at a temperature in excess of 400 degrees F. As the product cools, it becomes a solid and requires application of steam to heat the product for unloading. Transit time is critical as is the cost of transportation.

Ash Grove approached MRL marketing manager **Tom Coston** with the opportunity. If the product could be delivered within 48 hours after loading, unloading could be done with minimal additional expense. Any additional transit time would result in significant cost for applying steam to the tank car's coils to make the fuel flow. Could Montana Rail Link provide that level of consistent service?

Tom discussed the matter with superintendent **John Grewell**. Yes, we could guarantee the service. Tom developed a rate and made the offer that included penalties (payments to the customer) for failure to perform.

Our first transportation contract tied to service performance resulted. We will handle 100 cars of new business this year with the potential to see 150 loads in 1992.

Bill Jacobson, manager of marketing services for Ash Grove in Portland, Oregon, commented, "We appreciate your imaginative efforts in constructing this contract, and are confident that it will be to our mutual benefit. It's a real pleasure doing business with a railroad that shows imagination."

Grewell added, "To be competitive we must perform and meet or exceed service offered by our competitors.....guaranteeing service is nothing more than putting our money where our mouth is!" •

Need a cap?

The MRL blue corduroy caps are available to employees for $5 each. Write or call ***Jacquie Duhame*** at 523-1494 in Missoula

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The July-August issue of the Newsletter was not published due to production problems. •

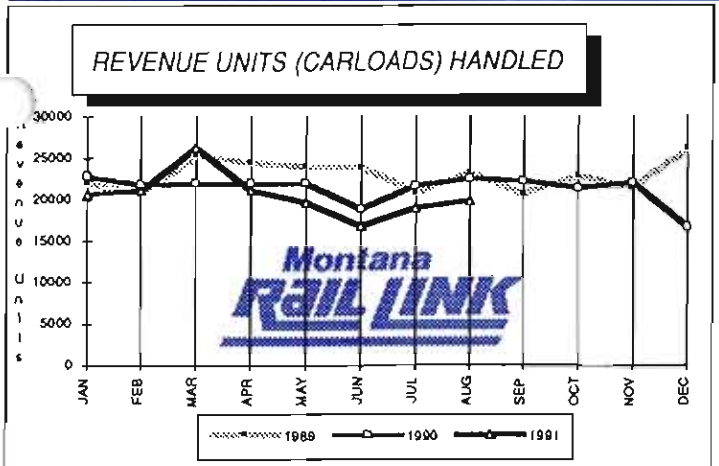
PRINTED ON RECYCLED PAPER

The ***Newsletter*** is published by Montana Rail Link, Inc., issued bimonthly, and mailed First Class at Missoula, Montana, to all active and retired employees.
Readers are invited to submit news items and comments.

Editor: R. Milton Clark

Member
Association of
Railway Communicators

No. 17 September-October/1991
September 10, 1991



Revenue units for seven months ended August 31, 1991, totaled 174,308. This is a decrease of 8,830 units or 5.1% compared to the same period of 1990.

News (continued from page 1)

Creek Bridge near Rivulet, Montana. Other winners were **Jack Dorsey**, locomotive engineer from Laurel; **Dave Franz**, locomotive engineer from Missoula; **Tom Miller**, signal inspector from Helena; and **Lance Garrells**, locomotive engineer from Missoula. Barbara Rock, a professional photographer from Missoula; **Lynda Frost**, administrative assistant to the president; **Alan Burns** and **Bob Bateman**, locomotive engineers (and photographers), from Missoula, served as judges. Entries were judged on a weighted point system based on exposure, composition, impact and MRL image. •

Operation Lifesaver Update

Are you aware that 9,244 people across our railroad received grade crossing and trespasser safety education information during the first six months of 1991? This was a result of the efforts of our Operation Lifesaver presenters.

The dedicated volunteers responsible for this tremendous public service are: Laurel/Billings area – **Shawn Ham, Nancy McCullough, Paul Elsenpeter, Dave Schuyler, Ted Tonn, Rick Stabio** and **Sharon Taggart**, all presenters. **Tom Ricci** is the area coordinator. Livingston area – **Dennis Knoll** is area coordinator and presenter. Helena area – **Monica Mayo** is the area coordinator and **Tim VanOrden**, presenter. Missoula area – **Rocky Scalise, Carter Meyer, Chip Raber, Karen Wilber, Chris Ellsworth, Suzanne Bonner, Mitch Dahl, Lon Skrivseth, Afton Dupuis, Lynda Frost, Dave Swanson, Brian Heikkila, Mark Bjorlie, Duane Parker, Richard Jones,** John **Ward, Lori Cochrell, V. L. Bonner** and **E. W. Long, Jr.** all serve as presenters. **Fred Tully** is area coordinator. Heikkila also serves on the state finance commitee and

(continued, turn to Life on page 5)

Too good to be true

If it is too good to be true, it probably is. You've heard that one before. Well, it doesn't apply to our 401(k) retirement program. Would you believe any investment could return over 90% in the first year? Our 401(k) program does! The company matches half of what you contribute (up to a maximum match of 2% of your wages). If you contribute 4%, your immediate return is 50% on every dollar - guaranteed! Then your contribution and the company's matching contribution earn money for you through the Funds's investments.

Here's a look at what a dollar can do in one year - assuming an annual salary of $20,000, employee contribution of 4% of annual salary, and Fund earnings of 8%:

If you take $1.00 in wages:	
Your wages earned	$1.00
Less: Federal taxes (15%)	(.15)
State taxes (5%)	(.05)
Net cash wages	$ .80
Passbook earnings on your money for one year (6%)	.05
In one year, your dollar is worth:	**$0.85**
If you contribute $1.00 to your 401(k) account:	
Your contribution through 401(k) payroll deduction	$1.00
Company contributes	.50
First year fund earnings (from your contribution)	.08
First year fund earnings (from company contribution)	.04
Total earned on dollar saved	.62
In one year, your dollar is worth:	**$1.62**
Look at the difference	
Your $1.00 invested in 401(k) plan	$1.62
Your $1.00 taken in cash wages	.85
Difference	$0.77
Difference as percent of cash wages:	*91%*

In the above illustration, it cost you $.80 to earn $1.62. You must pay taxes when you take your money out for retirement, but by then it has accumulated tax-free for years.

Don't miss out on a deal that's too good to be true!

Quarterly changes to 401(k) are now permitted. Deferral percentages and/or investment allocations may now be done on a quarterly basis. September is the next open change period which will become effective for the first pay period in October. •

A RIVER RUNS THROUGH IT
630 S. YELLOWSTONE
LIVINGSTON, MT 59047
406/222-8590

28 August 1991

Mr. Fred Simpson
Montana Rail Link
101 International Way
P.O. Box 8622
Missoula, Montana 59807

Dear Fred,

On behalf of Robert Redford, Patrick Markey, and the cast and crew of "A River Runs Through It," we'd like to thank you and everyone at Montana Rail Link for your assistance in filming our train sequences.

Milt Clark, Bill Levengood, Pete Christiansen, and Kim Kautzman, and all the folks in the Laurel and Livingston yards deserve praise. They were conscientious, professional, and courteous. They all helped get the train in and kept us on the right track, so to speak, throughout the entire production.

It's people like the ones Montana Rail Link that make my job enjoyable. It was truly a pleasure to work with you.

I think all our hard work will come across very well on the screen. We could never have done it without you...

Sincerely,

Lori Balton
Location Manager

Movie making in Montana

*Left to right: **Turcotte**; John Pickar, fireman for the steam locomotive; Robert Redford; Everett Rohrer, president, chief operating officer and locomotive engineer of the G.W. 75 RR Co.; **Karls**; and **Kautzman**.*

The Summer of '91 has been a busy one for movie-makers in our state. Montana Rail Link and some employees played integral rolls in their making. "A River Runs Through It," a motion picture based on a book written by Norman Maclean and directed by Robert Redford, was filmed in several Montana locations, including Livingston and Bozeman. Set in Missoula circa 1920s and 1930s, the railroad scenes required a steam locomotive and vintage cars. Big Sky Motion Pictures, the company making the film, hired the G.W. 75 RR Co. of

(continued, turn to Movie on page 7)

"The Irish Story"

(about an Irish immigrant) - starring Laurel Montana Rail Link employees

For five Laurel MRL employees, June was an exceptionally interesting month. **Jim Southworth**, section foreman; **Steve Huschka**, assistant trainmaster; **Tom Ringo**, maintenance gang foreman; **Russ LaFlex**, welder helper; and **Scott Seabrook**, section laborer; were involved in the filming of "The Irish Story," a Universal Studio's motion picture directed by Ron Howard.

The large budget film features Tom Cruise and co-stars Nicole Kidman. Kidman is Cruises wife, who also starred opposite Cruise in Days of Thunder.

A "tunnel explosion" was one of the major scenes involving MRL people. Shot at the Pryor Tunnel south-east of Billings, it involved three separate explosions. Shooting on the scene started at 4:45 AM and finished at 10:00 PM. Although a long day, the food, catered by Four-Star restaurant, was reported to be great.

Another scene involved the men laying track the old fashioned way - all by hand. This scene was shot at the Zimmerman Ranch north of Billings. Southworth was called upon as a technical advisor to instruct Cruise on how to drive railroad spikes. The movie company used a wooden mock-up steam engine, complete with steam, smoke and a whistle, to give the illusion of "the real thing. The men commented on how amazingly detailed and artistic the movie people are. Southworth, and his wife Renee, also got to visit the Billings Depot while a Boston Social Club scene was being filmed (ed. the Billings depot, unused since Amtrak was discontinued in 1979, was leased to the movie company who used it for several sets including that of a chicken processing factory).

Howard, Cruise, cast and crew were all said to be professional, hard working, and all nice people to be involved with. •

by Renee Southworth

*Left to right: **Huschka**; **Southworth**; Bill Dance, Irish Story casting director; **Seabrook**; **LaFlex**; and **Ringo**.*

A look at Freight Car Management

Freight cars are to a railroad what merchandise is to a store. Just as merchandise is sold by a store, a railroad provides freight cars to customers to load and ship. Revenue derived from freight shipped in cars is our main source of income. It stands to reason that freight cars are our most important asset.

Responsibility for managing our fleet of cars rests with our Car Distribution department. **Rick Zimmer**, manager of car distribution, heads the department and reports to **Orson Murray**, director of operations information. **Lee Wind**, car distributor, assists as does **Dennis Meyer**, Compass/YMS manager.

*Our car management team: standing, left to right, **Wind** and **Meyer**; seated **Zimmer**.*

Zimmer joined MRL at start up in October 1987 bringing with him more than fifteen years of railroad experience that began as a station agent-telegrapher with the Burlington Northern Railroad. In 1976, Rick became a relief car distributor at the BN's Billings Region headquarters and subsequently served in various car distribution capacities there and in St. Paul.

Wind, too, joined the company at start up. Prior to this he was with the Anaconda Company in Anaconda, Montana, for more than ten years. When the smelter closed in 1980, he was a senior clerk handling daily production inventory and shipping as well as scheduling more than 600 employees. He is also an experienced baker. Lee's primary function is to work with our customers and record their daily car orders and weekly forecasts for equipment. He also places car order number information on each bill of lading for processing by the demurrage department.

Meyer joined MRL as a clerk in the Compass/YMS area in April 1988 after more than 21 years in the grocery business. He gained experience in the operating department as a utility operating employee and then as a crew caller before returning to Compass/YMS as a trainer for new employees. Appointed manager in 1989, Dennis began assisting on a part-time basis with car distribution matters. His principle responsibility is to review a number of reports each day which includes one that indicates cars not moving for ten days. Others show cars on repair tracks not repaired or in proper status; in general, policing the inventory to minimize delays to cars. When variances from standards are found, he handles them directly with the responsible trainmaster, operations control or the mechanical department.

Car distribution or car management, as it is often referred to, is a specialized field. Car distribution personnel must be thoroughly knowledgeable of train schedules and yard operations, customer requirements for service, commodities, and all of the freight equipment. Freight cars come in a wide variety of configurations. Car distributors must know the specifications of the cars and any applicable rules which govern their use as provided in the Car Service Rules. Furnishing a double door box

(continued, turn to Cars on page 6)

Health Plan News

Prescription Drug Receipts

Beginning immediately, Administration Services requires the cash register receipt to verify prescription payments.

This change is being made because several pharmacies are providing cash discounts after five or more filled prescriptions. The Health Plan will will reimburse participants for actual expenses only which requires the submission of cash register receipts. •

Health Insurance Claim Questions?
Call **Administration Services** in Spokane, toll free at
1-800-344-3639
Office Hours:
9-5 Mountain Time - Monday thru Friday

Life (continued from page 3)

Frost is state chairperson for the media committee. **Robert Fox** of Laurel serves as our Operation Lifesaver system coordinator.

Both Burlington Northern and Montana Rail Link coordinated the Montana "Blitz" held in Helena in May as part of National Transportation Week activities with nearly 1,700 people receiving Operation Lifesaver information. Other events included "Trooper on the Train" with a Montana Highway Patrol officer riding a locomotive cab, and an open house with displays, tours of the office and rail equipment, and refreshments.

All volunteers are trained before being qualified as presenters. Operation Lifesaver is a nationwide safety coalition aimed at eliminating rail highway grade crossing accidents through education, engineering and enforcement. •

Look, Listen & Live

MONTANA OPERATION LIFESAVER

Cars (continued from page 5)
when a single door was ordered, for instance, may have an adverse effect in terms of the freight rate assessed.

Thirty-three to thirty-five hundred freight cars are on hand on Montana Rail Link on an average day. This includes cars moving on trains as well as those in yards, repair tracks and placed at industries. While bridge traffic accounts for about two thirds of these, it is important to realize that our car distribution department, with a few exceptions, plays a key role in selecting every car loaded on our railroad as well as those unloaded and made empty. Maintaining the proper inventory level of cars needed to protect the loading is a big job.

Although we have a fleet of more than 1,000 freight cars of various types, we depend on the Burlington Northern for a significant portion of our needs. The department coordinates those requirements with the BN's Freight Car Management department in Overland Park, Kansas, Seattle and, to a lesser extent, Denver, to manipulate car flows.

Pressure is another aspect of the work. Car distributors must make quick decisions on how to handle situations. During periods of car shortages or tightness, the pressure comes from shippers demanding the cars and wanting to know what you are going to do about it. In times of business downturns, the pressure comes from within the company to get car hire costs down and move surplus equipment off the railroad. It is a constant battle to maximize utilization and minimize car hire expense. For more on car hire, please see Car Hire Accounting, Newsletter No. 15, page 6.

Computers also play an important part in car management. We use Burlington Northern's computer systems. Compass controls distribution functions, control order files, movement instructions and car data (cube, capacity, doors). YMS (Yard Management system) helps in providing car location information. Using YMS, the distributor can see how cars stand on a track and make better logistical decisions on which cars to select to fill certain orders. It also has special request features that allow the car distributors to look for certain types of cars or view yards or terminals to check on specific track locations of cars.

In spite of the computers and programs currently in use, Zimmer sees a lack of usable data as a continuing problem. An in house data base computer system is currently being developed in conjunction with the Washington Corporations' data processing department. During the past year, Rick has served on the committee developing the programming and devoted a considerable amount of time to the project.

Says' Rick, "Our goal is to provide the right car at the right place at the right time in the proper condition." •

A team effort

Led by manager train movement Mark Eisenmann, Montana Rail Link's softball team completed their second season in the Missoula Men's C League with six wins and sixteen losses; a big improvement over last year's record of three and nineteen.

Eisenmann managed the team and played first base. Other teammates were: **Rodger Gerhardt** and **Perry Smith**, center field; **Duane Parker**, short-stop and pitcher; **Jeff Schell**, rover and second base; **Craig Moody**, right field; **Jim Cearley**, center field and first base; **Bob Matte**, short stop and left field; **Rocky Scalise**, second base; **John Vandenburg**, right field; **John Earll**, first base and right field; **Mark Niedge** and **Owen Wood**, pitchers; **Dave Smith**, right field; **Dave Phillips**, catcher; **Ron Graham**, third base and left field; **Leo Block**, third base; **Mark Leischner**, first base and center field. Matte recorded the best batting average with .627. Says' Mark, "Our goal for the '92 season is twelve wins! •

*Retiring Missoula mechanical department employees **Frank Knoll**, pictured here left, **Floyd Flink**, right, and **Al Engebretson**, not pictured, were honored at a cake and coffee reception held at the Missoula car shop on June 28. Each received a model train display with a NP locomotive, BN box car and MRL caboose commemorating their railroad careers and a MRL Montana Centennial medallion.*

Holnam (continued from page 7)
box cars or flatbed trucks for shipment.

Railroads play an integral role in not only the transportation of cement, but the handling of coal and coke used to fire the kiln and other raw materials.

The Trident plant employs ninety-five and has an annual production capacity of about 330,000 tons which is distributed throughout the Pacific Northwest and Canada.

Bill Springman manages the Trident plant; Bonnie Ardisson, accounting assistant, serves as shipping supervisor and coordinates with the railroad for car orders; and Darrell Moran is the regional sales manager. •

Keeping Track .... Personnel Changes at Montana Rail Link

Effective August 1, **Richard D. Galiher** named manager train movement. Mr. Galiher was formerly a switchman at Missoula.

Randy W. Jensen appointed manager train movement effective August 15. Mr. Jensen was formerly a train dispatcher with the Burlington Northern in Alliance, Nebraska and Billings.

Retirements

Missoula mechanical department employees **Frank Knoll, Floyd Flink** and **Al Engbretson** retired on June 28 taking with them a combined total of 90 years in railroading and the best wishes of their friends and co-workers. All three of them got their start with the Northern Pacific Railway, worked for the Burlington Northern and joined MRL at start up in 1987.

Movie (continued from page 4)
Englewood, Colorado, to provide the locomotive (a "Consolidation" type 2-8-0 wheel arrangement built by Baldwin Locomotive Works in 1904) and several cars. At the hands of the movie company art department, the unused Bozeman depot was transformed into Missoula complete with a platform and signs. Other scenes were shot in Bozeman Tunnel and a building at Livingston Rebuild Center was converted to a movie set. Besides those mentioned in the accompanying letter from the movie company, a number of other employees participated including Laurel locomotive engineers **Larry Karls** and **Rich Turcotte**, who saw duty while the filming was done at Bozeman. Trainmaster **Kim Kautzman** coordinated movements on the main line with the Transportation Center in Missoula. Catherine Lunde, wife of Livingston engineer **Charles Lunde**, was one of many local people hired as extras. Filming should be completed in September and the movie will be leased in about a year. •

Customer Profile: HOLNAM INC

Holnam Inc., a major producer of cement and related construction materials, is based in Dundee, Michigan. It has plants and terminals throughout the United States and Canada. Their Trident, Montana, plant (near Three Forks), is served by Montana Rail Link.

Because of an abundant supply of high quality limestone at the site and other required raw materials available within the state, a small group of investors established the Three Forks Portland Cement Company. Construction of the Trident plant began in 1907 and it began production in 1910. Ideal Basic Industries purchased the plant in 1917. Holnam Inc. is a new company formed through the merger of the Dundee Cement Company and Ideal Basic Industries in March 1990.

Portland cement was developed in 1824 by Joseph Aspdin, a bricklayer in Leeds, England. He called it "portland" because its color when set with water and lime reminded him of the natural limestone quarried on the Isle of Portland.

The process: The main raw material needed to make portland cement is calcium carbonate which Trident obtains in the form of limestone. Quality cement also requires the use of silica, in the form of sandstone, alumina, in the form of shale, and iron ore. All of these raw materials are fed into a powerful crusher which reduces the rock to less than 3/4 inch in size. The rock is fed from the storage silos onto a conveyor belt which empties into the raw mill. The amount of each rock type used depends on the type of cement being made. A computer in the main control room monitors the amount of each rock type being fed onto the belt. Inside the raw mill, the rock is pulverized by steel balls and mixed with water to form slurry. The slurry is then pumped into one of two 588,000 gallon slurry tanks and continually agitated to keep the fine rock particles from settling out. From the tanks, the slurry is pumped into the rotary kiln. The kiln is a steel cylinder, brick lined, 12 feet in diameter by 450 feet long that slopes 3/8 inch per foot. It rotates approximately 80 times each hour. The rotating action and the slope assist the gravity flow of slurry through the kiln. As the slurry moves toward the discharge end of the kiln, the temperature increases. In the burning zone of the kiln, near the discharge end, temperatures approach 2800 degrees F. The slurry undergoes calcination and becomes clinker – black marble sized particles. As clinker discharges from the kiln, it drops into the cooler. Here, water and great volumes of air reduce the temperature of the clinker before it is transported to storage silos. The finished product is made by putting clinker and gypsum into one of the three finish mills where steel balls pulverize the materials into what you know as cement. From the finish mills, the cement is transported to the bulk storage silos. Most of the cement leaves the plant in railroad cars or bulk cement trucks. A smaller amount is bagged, palletized, and loaded into

(continued, turn to Holnam on page 6)

Twelfth in a series of articles designed to acquaint us with our customers.

Safety is a personal commitment to your family, your employer, and yourself.

Make working safely your personal responsibility!

Montana Rail Link

P. O. Box 8779
101 International Way
Missoula, Montana 59807

PRE-SORTED
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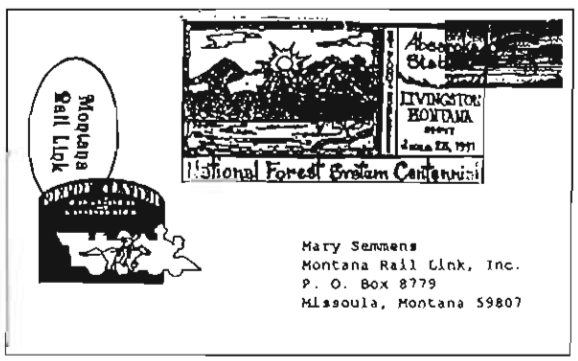
FIRST CLASS

Recycle it!

Montana Rail Link's paper recycling program at the Missoula general office building got under way in July. Each desk has a small cardboard container in which employees place scrap paper (white paper is kept separate from computer paper). When full, the cartons are emptied into larger plastics bins located in several central locations. The janitorial force empties these into larger containers outside the building for pickup by Montana Recycling. ***Ginger Moss****, pictured below, a clerk in the Compass/YMS area, is shown here emptying one of the small cartons. To date, including cardboard, more than 2,500 pounds have been recycled.*

Pictured above, at a ceremony held at the Livingston Depot Center on June 25, MRL locomotive engineer ***Charles Lunde****, at the podium, turns the pouches over the riders who carried them to the Wapiti Ranger Station on the Shoshone National Forest. Below, a piece mail carried during the event.*



MRL helps USFS celebrate Centennial

1991 marks the 100th anniversary of the National Forest System. In 1891, Congress established the 1.2 million acre Yellowstone Park Timberland Reserve. It was the start of what today is 191 million acres of National Forest System. As part of the centennial celebration events, a mail run with riders carrying real U.S. Mail and a national forest proclamation from the president of the United States was staged by the "Bunk House Outlaws," a group dedicated to preserving the history of the Pony Express. Signifying the historic part railroads played in the transportation of mail, MRL carried the pouches from Bozeman to Livingston aboard a special train. •