

R&N Magazine

Official Magazine of the Employees and Customers of the Reading & Northern Railroad

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COVER PHOTO

DAN GILCHRIST (RBMN), JOE LETTIERE (CANDO), CHRIS BRASLER (BRASLER PROPERTIES), AND JOHN AUGUSTINE (PENN'S NORTHEAST) TALKED ABOUT INDUSTRIAL DEVELOPMENT OPPORTUNITIES ALONG THE READING AND NORTHERN.

EDITORS

JOLENE BUSHER • SABINE FIDLER

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KEEPING ON TRACK



The consist of the September 27, 2018 Customer Appreciation trip ready for boarding at Penobscot Yard, Mountain, Pennsylvania.

BY: WAYNE A. MICHEL, PRESIDENT

This issue is dedicated to the customers of the Reading & Northern, without whom we would be out of business.

When we talk about customers we increasingly mean both our on-line customers as well as the shippers who send materials to our customers and the receivers who buy Pennsylvania anthracite.

Over the last few years we have also increased the number of customers we serve who do not have rail sidings. To address this growing segment of our business we have opened transload facilities and warehouses. In fact we are in the process of purchasing a large warehouse that will expand our ability to provide off-line shippers with the ability to use us for forward storage of goods for future shipment by rail or truck. And we have purchased trucks to assist in local deliveries!

Recently we hosted two Customer Appreciation train trips for all our different types of customers. Over eighty customers attended, some traveling from as far away as Brazil.

Our first trip showcased our Reading Division and was limited to anthracite coal shippers and their receivers. See Bill Clark's article on page 5. Our partners at Norfolk Southern, who have been invaluable in assisting in the growth of this business, joined us for the trip. We were fortunate to have representatives of all the major on-line coal shippers as well as many guests from receivers around the country and the world. It was a wonderful opportunity to celebrate the growth of Pennsylvania anthracite with the

people who make it possible. Our coal business is up fifty percent this year and we expect it to grow significantly in the years to come. Reading & Northern is truly "The Road of Anthracite" again.

The next day Dan Gilchrist, Rian Nemeroff and Susan Ludwig hosted a number of our on-line customers, as well as some prospective customers, on a trip over our Lehigh Division. We were very fortunate to have an excellent turnout of our local industrial development organizations and property developers that are critical in helping us find new businesses that want to locate along our railroad. Right now there is a great deal of interest in our region and we are working hard with our industrial development colleagues on many new opportunities.

One example of a recent success story is seen in Rian Nemeroff's article about Corestates. At Reading & Northern we pursue all opportunities and work with anyone who wants to use rail. We look forward to working with Corestates for years to come to grow their business.

One secret of our success with customers is that we focus time and money on keeping the customer happy. We have an exceptional customer service team under the leadership of Susan Ludwig. Susan has done an exceptional job with this group over the last two years and we recently promoted her to Vice President and gave her oversight of all customer service issues. While Dan, Rian and Bill work to grow business with

existing customers and to land new customers, Susan and her team, which now includes five customer service representatives, make sure to address all the day-to-day issues that arise. And they do it very well.

It's great customer service, aggressive business development, strategic investment in facilities and equipment and a customer comes first attitude that leads to a huge growth in our traffic base over the past few years. Over the last five years our traffic has increased nearly fifty percent. And this year our business should be up about ten percent.

None of this would be possible without the full support of the entire company. Andy Muller has made clear to all of our employees that the customer comes first. Tyler Glass and the Operations team have designed a service plan that ensures every customer has a two-hour service window and they go out and execute that plan at a 99% success rate. Our track department builds and inspects customer sidings and maintains the railroad. Our mechanical forces make sure our engines and freight cars are in good working order. And everyone else in the whole company chips in to take care of our customers.

At Reading & Northern customer service is more than a job, it is a calling. We know that it is by taking care of the customer that we will keep on track. ♦

Reading & Northern Railroad Customer Appreciation Train Trip

BY: DAN GILCHRIST, EXECUTIVE VP MARKETING & SALES & RIAN NEMEROFF VP FOREST PRODUCTS

The Reading and Northern Railroad ran a special train trip for RBMN customers, industrial development representatives, and other guests on Thursday September 27, 2018.

Everyone gathered for the trip at the Penobscot Rail Yard in Mountain Top, Pennsylvania. This is the serving yard for the Crestwood Industrial Park and also the RBMN transload terminal. It was a glorious fall day and as customary the trip departed on time at 10 AM for the southbound trip from Mountain Top along the Lehigh River to Jim Thorpe, PA.

The engines ran around the train at Jim Thorpe after a delicious buffet lunch was served onboard and the train returned northbound.

The weather was beautiful with just a hint of early fall in the air which made the open-air car a great place to sit and watch the scenery of the Lehigh Gorge roll by. The train consist also included the former Gulf and Mobile & Northern parlor car as well as our Car #1 built by Jay Gould in 1888.

The train arrived back at Penobscot Yard on time at 1 PM and passengers departed after a final round of "Good Byes".

We very much appreciate our friends and customers taking the time to be with us, and we thank them all for coming along for this ride on the Reading and Northern railroad. ♦



Cory Schlegel with Serman Masser, Dan Gilchrist (RBMN) and Julie Ballay also with Serman Masser chatted in the Parlor Car.



Rian Nemeroff (RBMN) talks with Sara Borbacs and Lori DeMatt of Freedom Corrugated.



John Sincavage (Poly Plastics), Susan Ludwig (RBMN) and David Eye (Poly Plastics) got a chance to visit in the Parlor Car.



Rick Crawford and Tracy Karchner with Karchner Logistics, Joe and Harry Kress with Interstate Metal Recycling, Harold Karchner and Rian Nemeroff with RBMN enjoyed talking in the open-air car.



Deann Osenbach, Joe Berezwick and Sherry Oboril with Reynolds Plastics in the Parlor Car.



Guests enjoyed the lunch buffet with smoked salmon, pulled pork and sliders on the menu.



Brian Mertz (Versum Materials), Susan Ludwig (RBMN), and Mark Ferdinand (Versum) in the Parlor Car.

Coal Customer Trip

BY: WILLIAM CLARK, SENIOR VP COAL

On September 26th, the Reading and Northern Railroad ran an excursion train for our coal shippers, receivers and representatives from Norfolk Southern. A diverse group comprised of coal miners, steel mills, international trading companies joined us on our first "coal" trip. ♦



The trip kicked off at the RBMN offices in Port Clinton and continued to the High Bridge.



An Pham and Grant Marciniak with Norfolk Southern Coal Marketing are greeted by Andy Muller, Reading and Northern Railroad owner.



Dan Gilchrist spends time in the parlor car with Teresa Gauspohl, coal purchasing manager with Steel Dynamics.



Everyone enjoyed the open-air car!



Dan Gilchrist visits with Rusty Taylor, Lehigh Anthracite and Greg Driscoll, Blaschak Coal.



Lunch is served in the dining car! Enjoy!



Wes Hiller and Al Beucker of Hiller Carbon with Bill Clark as we start the trip.



Jeff Helinski with Mid-Continent Coal and Coke poses with Andy Muller and Bill Clark



Corestates New High Density Baler in Operator in Taylor, PA.

Corestates Processing & Recycling Ships First Car from Recycling Operation

BY: RIAN J. NEMEROFF, VP FOREST PRODUCTS

RBMN welcomes Corestates Processing & Recycling as a new company to the railroad. They are family operated and have expanded their business by locating a post-industrial recycling operation in Taylor, Pennsylvania in the Stauffer Industrial Park. They are part of Anthracite Auto which has been in business for over sixty years primarily as a scrap metal processor. Corestates Processing & Recycling, Anthracite's sister company has been in operation at this location since 2014 processing primarily paper and plastics. Being locally owned and operated they saw and heard the RBMN trains entering the Industrial Park six days a week serving other customers. Initially all shipments from Corestates were confined to truck. They knew that there had to be an opportunity to ship railcars loaded with their recovered products. They had prior rail experience loading other products at other locations and were a bit apprehensive at first.

The site formerly manufactured modular homes. Corestates changed out the baler for a high-density model (pictured) and then knew that they needed a connection to the national rail network. Around this time, China vacated the recycling market prohibiting imports of most recyclables from the United States and Corestates needed new markets. China was the biggest buyer for much of the recycled paper that the US exported. Enter the rail network and a relationship with the RBMN. Chris Patchoski, a principal and Operations Manager is quick to lavish praise on the RBMN, "they have been phenomenally responsive and patient with us. We missed a number of our deadlines but the new track went in on-time and on-budget with RBMN crews that was completed in May. The stars are now aligned and the fruits of our collective labors have now materialized with this first shipment on September 20."

The RBMN provides its signature guaranteed service window six days per week between 1100 to 1300. We deliver a number of boxcars up and down the railroad and most return empty. Some of the cars are assigned and must return empty. But a number are considered free running equipment that are part of the national boxcar pool and this

is a good opportunity to generate efficiencies by loading as many as we can.

Isn't it appropriate that a business expansion from Anthracite Auto is teaming with The Road of Anthracite to grow and prosper in the processing, shipping and transporting of recycled products. Keeping waste out of landfills and employing the most environmentally friendly mode of transportation just makes sense and dollars! ♦



Completed railcar ready to depart on an outbound train.



Initial work on siding laying out the ties for installation in the road crossing



Completed siding at Corestates.



First car for loading product for outbound shipment.



Car partially loaded with Corestates finished product.

"The Road of Anthracite" **FOR IMMEDIATE RELEASE:**

Reading & Northern Railroad Promotes Susan Ludwig as VP Customer Service

Port Clinton, PA – August 29, 2018

Reading and Northern Railroad announces the appointment of Susan Ludwig as Vice President of Customer Service. In this position she will oversee all of the Customer Service Managers. Susan will oversee all business including, Anthracite Coal, Forest Products and General Merchandise for over 70 customers. In her new position Susan reports directly to Reading & Northern President, Wayne A. Michel.

Susan started at the Railroad in October 2011 as a Customer Service Manager. She graduated from Fleetwood Area High School. Susan came to the railroad with a background working in customer service and accounting for an e-commerce company and the Fleetwood Public Library. She was promoted to Director of Customer Service in 2013 and served

as the primary account representative for Plastics and Chemicals. In June of 2016 Susan was promoted to AVP of Customer Service, in charge of the General Merchandise Customer Service Managers for all of the Forest Products and General Merchandise accounts.

In announcing her appointment Michel said, "Susan has done an excellent job working with our customers since joining the railroad. Taking care of the customer at Reading & Northern is Job 1 and we are fortunate to have Susan running our Customer Service Department. Reading & Northern is committed to excellent service, evident by our 99% on-time rate for our scheduled railroad, and going the extra mile literally for our customers."

Susan lives in Fleetwood with her husband David and son Tyler. In her spare time she enjoys ice hockey,

going to concerts, the beach and spending time with family and friends.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 70 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill and Wyoming). It has expanded its operations over the last 20+ years and has grown into one of the premier railroads in Pennsylvania with over 320 miles of track. Reading and Northern operates both freight services and steam and diesel-powered excursion passenger services through its Lehigh Gorge Scenic Railway, owns almost 1,300 freight cars, and employs over 200 dedicated employees. ♦

Record Number of Crew Starts

BY: JAMES CERULLI, AVP OPERATIONS

The Reading and Northern Railroad (R&N) continues to set records in 2018. As our business increases, so does the amount of train crews it requires to meet the demand. On Thursday, 9/27/2018 RBMN operated a record setting 21 crew starts in one day, surpassing the previous record of 20 crew starts set earlier this year. In order to meet the demand over 30 locomotives were utilized on the 21 jobs that operated.

In the last 3 years our average number of daily crew starts has doubled from 9 in 2015 to over 18 in 2018. Most of these increases can be attributed to increased demand for anthracite coal, significant growth in our freight business and additional passenger operations. In order to meet these demands, RBMN has purchased and rebuilt additional locomotives and hired a number of additional train service employees. This has put RBMN in a good position to handle our current and future record setting crew needs. We are all very proud of our continued growth and look forward to breaking our own records in the future. ♦

Safety

BY: TOM COOK, VP SAFETY & TRANSPORTATION

Winter weather will be about a month away by the time most people read this. I hope everyone gives some extra consideration this winter to walking on snow and ice, frosty ties, parking lots, steps and building entrances. Everyone has slipped and fallen on snow or ice at one time or another. It is not uncommon. Most of the time, we are lucky and no injury results other than our pride getting hurt. Occasionally, these incidents result in injury. Sometimes the injuries are serious enough that they require medical attention or result in lost time, sometimes considerable lost time and pain. Slips and falls on snow and ice are a common cause of reportable injuries for us and for many railroads. This has been a recurring pattern the last few years, so no one should think they are immune.

These injuries don't often become catastrophic or life altering, but each fall has the potential to become catastrophic because of the heavy, unforgiving, moving equipment that we work around. Sometimes a slip and fall on snow or ice can become catastrophic because of freak misfortune when one would never suspect danger. A friend of mine lost his father tragically one winter when his father slipped on ice while they were walking home from a restaurant. His father bumped his head from the fall, didn't think much of it, then died in his sleep that night from a brain injury that no one knew he sustained.

There are some things we can do to reduce risk. One of the most important things we can do is take the time use some form of non-slip footwear when snow and ice are present. Reading and Northern will implement a new program this year and will offer field employees slip over boot traction spikes that give work boots extra traction in snow, ice or frost. It only takes a minute to put them on, and the improved traction is remarkable.

Use of these spikes is not mandatory, and Reading and Northern

employees are encouraged to purchase and use any form of non-slip winter footwear that they prefer. I prefer rubber four buckle over boots that have similar traction spikes but also keep snow and water off my boots which keeps my feet dry. The rubber between the snow and your boot provides some insulation which keeps my feet warmer. I have used these for many years and recommend them strongly. However, they are somewhat heavy and not everyone likes them due to the weight. We like our employees to use their common sense and their own judgement to choose and use what works best for them.

No one should depend on footwear alone to prevent winter slip trip and fall injuries. The most important thing we can do is walk defensively when snow and ice are present. You may need to take a longer route to find a safer walking route. When riding equipment, pay extra attention to mounting and dismounting equipment. There is nothing wrong with making the decision to wait for the equipment to stop rather than attempt to mount or dismount moving equipment in bad conditions.

Office workers can take steps to reduce their risks. When the weather is bad, consider wearing shoes that provide some form of non-slip protection. If you normally wear smooth soled shoes in the office, it might help to wear a pair of boots or shoes with traction soles from your car to the office. If a surface ices up after being cleaned, take the time to notify the facilities department. Better yet, if a salt bag is nearby, take the time to salt the area to help your teammates.

If everyone keeps these things in mind, we can prevent slip trip and fall injuries on snow and ice this winter. ♦

RBMN's Perseverance Through Adversity

BY: ERIK YODER, VP MAINTENANCE OF WAY



This past summer was a wet one. That perhaps is an understatement. We experienced, as did many in our area, a substantial amount of flooding. This flooding brought a fair amount of problems or hurdles for many to face. There are many different quotes that outline or describe perseverance, but they all have one thing in common. Action. The actions you demonstrate in the face of adversity show one's perseverance. This past summer, the Maintenance of Way team showed perseverance.

RBMN also dealt with the storms and downpours. This year we faced more water across our tracks than in the past years. Flooding is not something new to the railroad. Washouts under the tracks is also not new. As in the past, we would dispatch our forces to go and repair the washouts and keep the trains moving. The tracks that experienced the flooding more than most were the Tremont, Minersville, and Mahanoy and Shamokin branches.

What was different this past summer that I take a moment to reflect upon it? It was the consecutive flooding that illustrated RBMN's perseverance. One branch in particular was hit hard this past summer and highlights our overall effort of perseverance. Our Tremont Running Track continued to get the heavy rains we had this summer. You may have seen the news reporting on Tremont flooding a few different times. Our forces were sent out to address the flooding and washouts. The first time across the branch line, Duane Engle called and said, "well, we have some work to do." As in all situations, our customer needs are paramount in getting all tracks back in service. We finished running the line and determined that we needed a few days to get the track

repaired.

We started right away after the assessment was completed. Backhoes and gangs cleaned out pipes, started to work on filling in the washed-out track shoulders, and installed pipes in areas undermined across the tracks. Great progress was made at the end of the first day. The men were in high spirits as visible progress was made in restoring the line to service. Alas, it stormed again during the night time.

Our forces drove back out to the jobsite and were met with disappointment as most of the work they had completed the day before was washed out and more damage was noted. The MOW workers went back at it and continued to restore areas that were repaired the day before and work on the new areas.

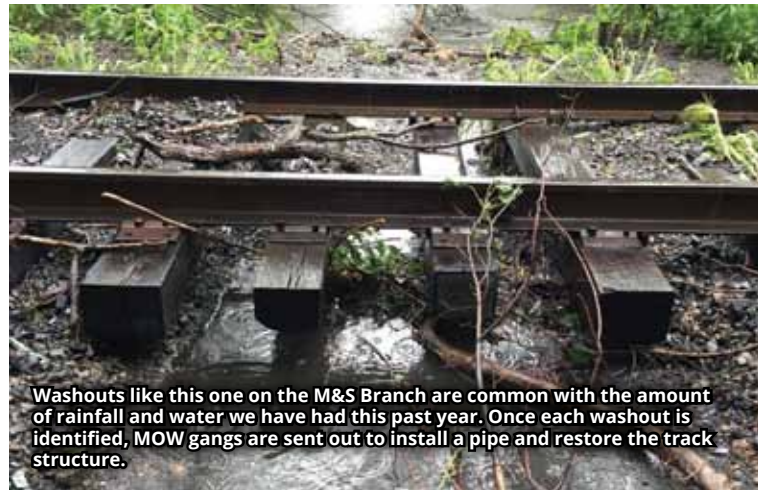
In the meantime, we relayed our findings to customer service that conveyed the message to the customers to work on keeping the needs of the customers in mind as we continued to work. MOW was able to find pipes and necessary materials to repair the damage done to our track. We worked until we had the track back in service by the end of the week despite the setbacks, the unforeseen weather, wet and muddy working conditions, as well as flooding on other branch lines.

You can see from the pictures of the affected area, that we were dealing with some adversity. This is not new to RBMN. It does speak to our commitment to our customers to maintain service. Our perseverance was put to the test through the excessive rain, washouts, and new challenges. Through this, our actions demonstrated our desire to overcome the obstacles, get the job done, and return service to one of the many lines that serve our customers. ♦

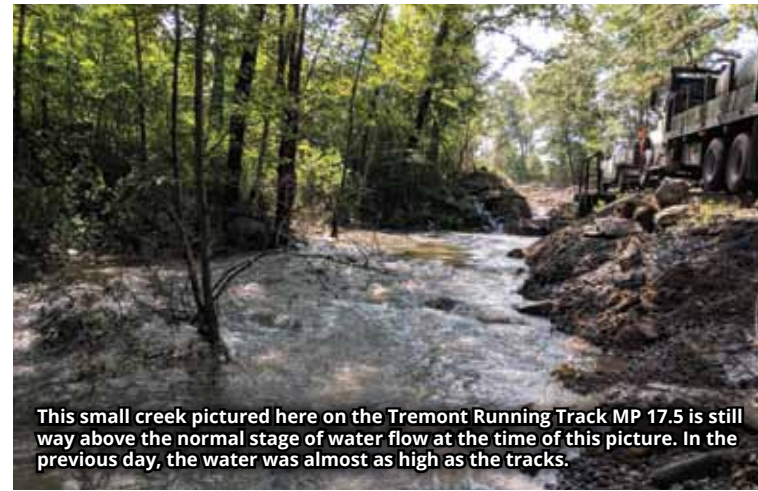
The creek along the Mahanoy City Yard has overwhelmed its banks. No washouts yet, but we will need to keep an eye on this location.



Flood waters have completely covered the Minersville RT MP 7 as the MOW crew heads south from New Saint Nick. There is a small creek in the center of the picture that has overrun its banks.



Washouts like this one on the M&S Branch are common with the amount of rainfall and water we have had this past year. Once each washout is identified, MOW gangs are sent out to install a pipe and restore the track structure.



This small creek pictured here on the Tremont Running Track MP 17.5 is still way above the normal stage of water flow at the time of this picture. In the previous day, the water was almost as high as the tracks.



Rebecca Engle, Brandon Wagner, and Matt Sloskey wait as the pipes are set into the washout on the Tremont Running Track MP 17.5



The Falls at Pittston Yard by Springs MP 6. The road is closed due to the continued water flow over the road and debris. You can see the amount of water and debris that washed across our tracks. A day of work got our track back in service for trains.



This picture taken at the end of our St. Clair Running Track shows the aftermath of the flooding. All the low spots along our tracks held the water until ditches were reestablished to drain the water.



The shoulder along the Tremont Running Track was washed away as well as our ditch along the tracks filled with material. Most of the ballast that was in our track was pushed into our ditches. This type of damage was seen over miles of track.



A 48 inch diameter pipe was installed on the Tremont Running Track MP 17 to replace an old stone culvert that was eliminated in the flooding.



This type of washout along the Tremont Branch north of MP 14 was a result of the large volumes of water heading to the small creek that paralleled our tracks.



An additional pipe was installed on the Tremont Branch to assist with the large volumes of water experienced during the flooding. This location was repaired the previous day and a new pipe installed. The additional flooding overnight all but erased any work from the previous day.



Aaron Cassel stands in the washout along the Tremont Running Track to give scale to the size of the washout in the picture. You can see the elevated stream in the background.



Another picture of the Tremont Running Track shoulder that was eroded away by the flooding.



As the water is receding on the Tremont Running Track MP 15, our crews start to hi rail the lines to access the damage.



Rebecca Engle gives perspective to the amount of damage seen at this location on the Tremont Running Track MP 17.



This void under the Tremont Running Track MP 17 will be replaced with a large storm water pipe and track structure restored for trains to continue service to our customers.



MOW crews working at MP 17.5 to install pipe at a washout and restore service to this line for our customers.



Signal installation in full swing at Mohrsville on the Reading Main Line. Graham Hantz and Michael O'Connell shown on left, Brendle Stuffedt in back hoe, David Hutton in the trench, Jonathan Barket on the signal mast and Matthew Collins operating the bucket truck. This is the first signal to be installed between Port Clinton and Reading and is just a small piece of the system between the two locations.



The morning fog is slowly lifting. William "Bill" Frederickson, steam mechanic, looks on as steam locomotive 425 leaves Port Clinton destined for Schuylkill Haven. Bill's son Chad is the engineer and his grandson Ryan Frederickson is the fireman on 425 on this morning.



Dale Homm (in back hoe), Duane Engle and Andy Muller discuss the switch installation at Outer Station.



The painting crew puts final touches on locomotive 5033 while locomotive 800 is being prepped for a new coat of paint.



Chad Frederickson (on ground) and Ryan Bausher double checking something on the locomotive 425 before they get underway.



John Smolczynski Jr. displaying his chipper mood as he navigates the Budd Cars towards Jim Thorpe.



Nate Bissey (left) provides some guidance to Caleb Fetterolf, our newest dispatcher.



Engineer Jeff Knadler gives a quick wave as he passes through Port Clinton.



Conductor Stephen Perette riding a car up to the switch while making up his train at Port Clinton.



Conductor Eli Wilson flashes a smile while making a station stop at Port Clinton.



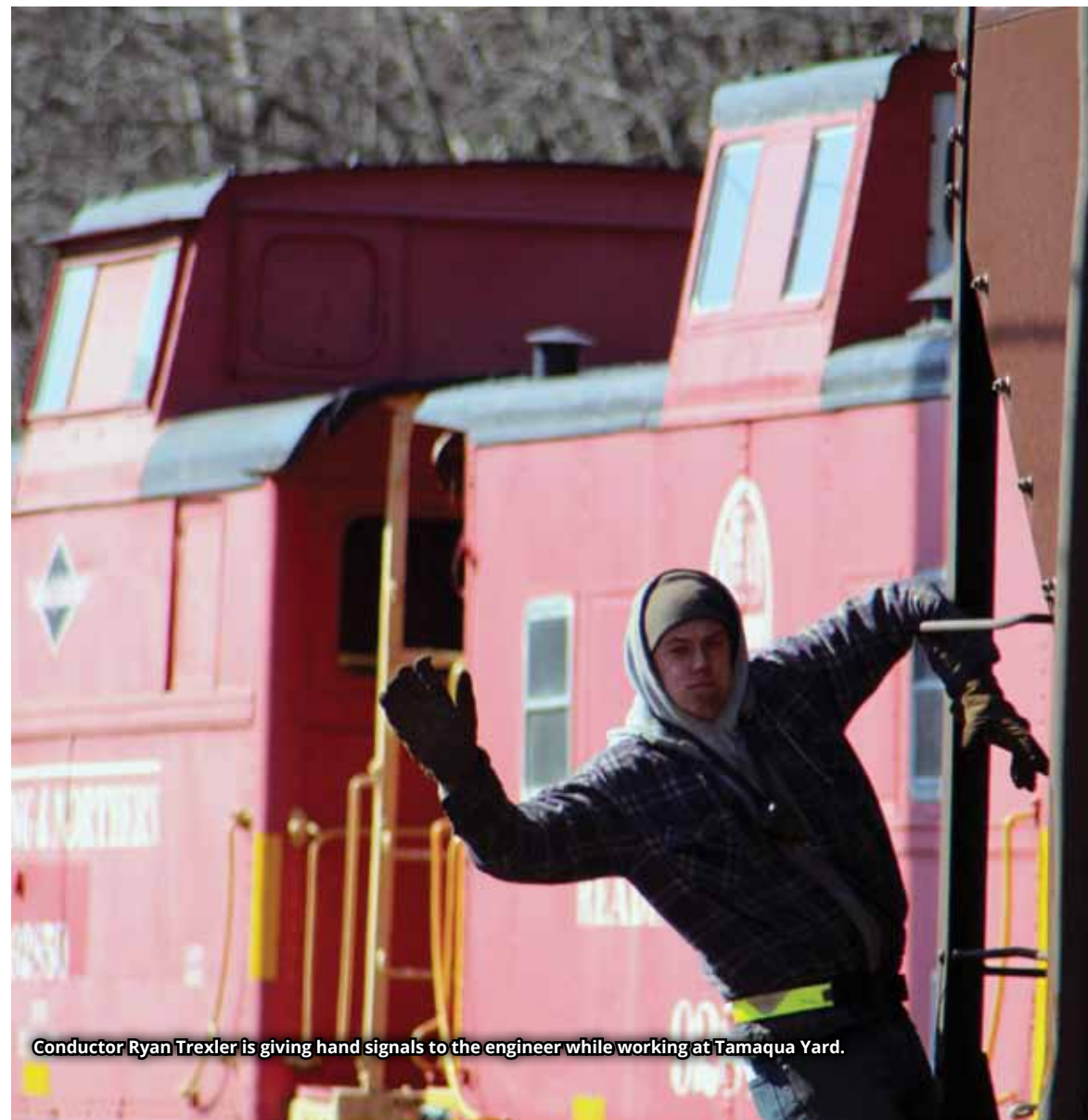
Mark Cantafio and Ryan Davis working on a switch in Penobscot.



John Dubick (left) and James Sommers performing maintenance on the turntable at Port Clinton.



Passenger car hosts Bob Kempes and Nancy Walaitis unloading passengers at Jim Thorpe.



Conductor Ryan Trexler is giving hand signals to the engineer while working at Tamaqua Yard.



Mark Cantafio (left) and Matt Nestor are setting up for a field weld. Chris Orlick shown in background.



Just before a Reading Outer Station departure, this picture was taken of a "sold out" First-Class Parlor Car. Crystal Arndt, Hospitality Manager, can be seen in background preparing for the trip.

The Early Life of Andy Muller, Jr.



Andy Muller, Jr. and wife Carol together at Moon Lake Ranch, Nebraska.

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

September of this year Andy Muller Jr.'s 35th Anniversary in the railroad business silently passed. I thought I would spend a little bit of time giving people a peek into the early life of Andy and give the back story of a man that got his business teachings at a very early age. We will also look at some of the other ventures Andy would get into as the railroad business was building.

Andy grew up in a house with his mother, Frances, a registered nurse and his grandparents Paul and May Zweig. At age 10 Andy's mother got him coin collecting books. It took a couple of years for the coin collecting bug to bite him but once it did he went into it full force and it would begin to transform his life. Andy began selling rare coins as a teenager at the Hometown Farmers and Flea market. All throughout his high school years Andy was working buying and selling coins to make money and enhance his own collection. It was also during his high school years that he met the woman with whom he would spend the rest of his life with, Carol Hill.

Andy graduated high school in 1965 and enrolled in East Stroudsburg State College where he majored in history and political science. Throughout his college experience Andy would continue to run his coin business, even scheduling classes so that he could be done at noon. There were many days he would drive from East Stroudsburg to Hamburg to pick up his coin inventory and set up at the Hometown Farmers and Flea market. He would be there from 5-8 p.m., drive back to Hamburg to drop off his coins and return to East Stroudsburg.

Andy was a highly motivated young man and his coin business was very unconventional for a person of that age. Andy was exposed to many types of people and quickly learned how to make deals, a very valuable tool that would help him in many of his future business ventures.

Andy graduated from college in 1969 and went to work as a fifth grade school teacher at Fleetwood School District and married Carol. Andy loved spending time with the kids and was everyone's favorite teacher, however Andy was dissatisfied with developing lesson plans and other administrative duties that went along with teaching.

In 1973 Andy decided teaching wasn't for him and he decided to devote his full attention on the coins and precious metals business. This was not an easy step for Andy to leave the comfort of a full time job, but his wife had fully supported the decision and made it easy for him to take the next step.

Andy realized that most people that walked into his store had no idea what their coins were worth. Andy would pay a minimum of 75% of the value all the way up to 98% of the value, he wanted his business to be a place you could send your grandmother to and know she would be treated fairly. He worked on slim profit margins with his individual deals but this would enable him to pay the best prices in the area. He would sell high volumes of silver coins to a refinery in New York. In a few short years Andy's reputation was solid and he became the man to go to if you wanted to sell your coins. He was one of the biggest on the East Coast.

Andy's passion was his coin business and it certainly appeared that he made the right choice.

In 1979 his coin business was well positioned to handle a spike in the silver market. The Hunt Brothers, the largest silver dealer in the country, ran the silver prices up. Silver coins were worth more than 25 times their face value. Andy's business went through the roof and there were many days he made \$100,000. Andy had come a long way from the \$110 a week that he made as a school teacher.

Andy was a multi millionaire in 1981 and was semi-retired. It was around this time that he would begin to take flying lessons and he bought himself a Piper Navajo Chieftain.

As I mentioned in the last issue of the magazine a barroom conversation turned Andy's attention to the thirteen mile line between Temple and Hamburg. Over the next thirty five years Andy would build the railroad to a 320 mile system in nine counties. This was no easy task. His passion and drive were put to the test many times over the past few decades leaving him wondering on occasion what he got himself into. Early in the 2000s freight business began to become more steady and the tumultuous times were a thing of the past.

Andy would take on two more ventures, wildlife and planes.

In 2003 Andy decided to pursue one of his dreams and start his own wildlife sanctuary. He picked the sandhills in Nebraska and bought a few thousand acres to get started. Now the ranch is over 16,000 acres. Bison, elk, bighorn sheep and other animals now roam a picturesque landscape. Of course the ranch and animals do come with their challenges. For example, who knew how hard it would be to establish prairie dogs towns. Badgers were eating the prairie dogs as fast as they were being established. Andy now has that under control and believes the prairie dogs are populating at a sufficient rate.

In 2005 Andy would buy Aerodynamics of Reading at the Reading Airport (KRDG). Andy would rename the business the Reading Jet Center. By now Andy owned and flew his own jet, now he had his own business to house and service his plane.

Andy is a true entrepreneur in every sense of the word and is living the American dream.

Nowadays he splits his time between the railroad and the ranch. It takes him two hours to get there in his Cessna Citation Excel.

Both of his children are involved in the businesses. His son Aaron is the owner of Muller Rare Coins and his daughter Tina is the President of the Reading Jet Center and is heavily involved in the railroad business.

He has come along way from growing up in Hamburg but never forgets where he came from. Andy is one of the most sincere people you will ever meet and when he has a passion for something he will keep pushing his way forward to produce the desired result.

While this article gave you a peek into his life, the stories attached to all of his ventures could fill a lengthy book. ♦

Train Ride Testimonials

BY: MATT FISHER, PASSENGER GENERAL MANAGER

It is over six months since Crystal Arndt moved from the Human Resources Department to the Passenger Department. She became the department's first ever Hospitality Manager. We already have friendly crew members, great variety of trips, and the lowest prices one can find. However, Crystal can focus her time on making the customer's trip a more enjoyable day that they will not soon forget. She also is getting a lot of positive feedback, some of which we have included below:

We just got home from our ride with you today. The weather was perfect, as was the train ride. Please don't ever change anything! We had a wonderful time today and want to thank you for your outstanding service and will be back many more times in the future.

Gary from Wyomissing, PA

Many times people spend a birthday or anniversary riding the train:

You certainly made our day! My family of 30 (plus me) took the train ride to Jim Thorpe from Reading and back on September 15, 2018. Everyone loved the train ride and greatly enjoyed the day. We all had a grand time. The trip was in celebration of my 80th birthday. For me, it was a reminder of years ago, when I often rode on the trains. For some in the family it was their first time on a train. It was a trip we will all long remember. Thank you for your help.

Sue from Bernville, PA

Other people ride the train because we have very unique equipment. Not every tourist railroad has steam locomotives and RDCs (Rail Diesel Cars). Some people will travel far to ride one of these trains:

I wanted to let you know that I totally enjoyed my trip on your RDC excursion. The staff was friendly, always accepting questions and very

accommodating. The trip was exciting for me, I always wanted to ride this particular train. The information sheet was with good information and the weather was cooperative. I am sure that some future date I may take another excursion on the Reading and Northern Railroad.

Philip from La Plata, MD

Many people from the general public also comment on the smooth ride. Special thanks to our engineers running the train and the good track conditions made possible by our MOW Department:

My daughter and I were on the 9/23 trip to Jim Thorpe. What a relaxing way to travel. The ride was very smooth, and not at a high speed. The personnel were all very nice, knowledgeable and courteous. I will recommend trip to others. Thank you for an enjoyable day,

Kathy from Lancaster, PA

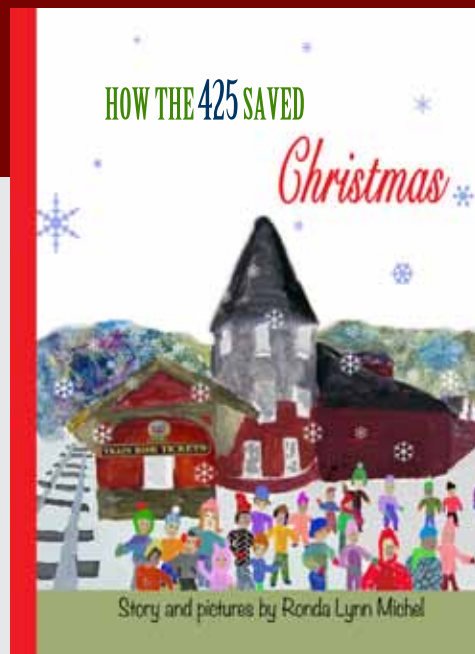
Most October Fall Foliage Excursions from Reading and Pottsville have sold out at the time this was written; we had another great October. November RDC trains will run from Reading Outer Station to Jim Thorpe on weekends. Lehigh Gorge Scenic Railway trains will operate Fridays, Saturdays, and Sundays in November and December. Santa will return to many communities this year. Please call 610-562-2102 for details. Visit the Lehigh Gorge Scenic Railway online at www.lgsry.com and the Reading and Northern Passenger Department at www.readingnorthern.com for even more information. Additional testimonials can also be found online. We look forward to "riding the rails" with many other people to finish out the 2018 season! ♦

How the 425 Saved Christmas

Now available for Christmas orders!

In time for the holidays Ronda Michel, wife of RBMN President Wayne Michel, is once again offering her illustrated children's book starring the Muller family and the famous steam engine, the 425.

This book, as well as Ronda's other books, is available at Amazon.com!
For autographed or personalized inscription copies, visit Ronda's website: www.rondalynnichel.com



Congratulations to our employees who have recently been promoted to Locomotive Engineer!



Alvin Rineer



Richard Bernhardt



David Lapallo



Darrin Keip

RBMN Road of Nature Turtle Tracks



A beautiful box turtle set on his course by Erik Yoder, VP Maintenance of Way.

Slow and steady wins the race, but not without some help along the way. RBMN's branches course through endless forest and swamp terrain, where our crews will often encounter various species of turtles crossing unknowingly dangerous tracks. While the instinct to follow their course has been a part of a turtle's ancestral memory for generations, train tracks can cause unfortunate interruptions for many a slow and steady traveler. Luckily, our MOW and Operations crews do encounter turtles throughout their shifts where they have the chance to help our hard shelled neighbors safely on their course.

When asked for guidance on what to do when we encounter turtles along our lines, Peggy Hentz, President/Executive Director of Red Creek Wildlife, readily provided the following tips:

- When possible, handle all turtles with gloves. Not only can we pick up bacteria from them, but we can also make them sick from the bacteria on our hands.
- All turtles can be safely helped off of roads and railways by placing them in the direction that they were facing. Turtles know their environments and don't wander aimlessly. They were choosing to go somewhere, and if moved back on their path, they will repeat their steps.
- Turtles can be moved a few hundred yards off of a traffic way but should never be relocated. It is believed that land turtles, such as box turtles and wood turtles, have a hibernation area they use. If moved too far from that location they might not hibernate and would freeze in the winter.
- Water turtles should also not be relocated from their original environment. Some diseases and fungi are locally present. Moving turtle could spread pathogens to another population that doesn't have resistance to a new infection.
- Removing snapping turtles from the tracks or roadways can be dangerous, especially when the turtle is large. Never grab a snapping turtle by the tail. This can injure the turtle and will most likely result in you being bitten. A snapping turtle's tail and neck are very long and can reach around the side of the turtle. They can also jump and turn around quickly. The safest way to move a snapping turtle is to encourage the turtle to move onto a blanket or tarp. You can then drag the turtle to a safe location. If you must pick up a snapping turtle, cover its head with a tarp or rubber car mat. Firmly grasp the ridge of the upper shell on each side of the tail to gently lift the turtle.
- When moving turtles, examine them briefly to make sure they are not already injured. Cracks in the shell, swollen eyes and ears, and maggots or bleeding are signs of a turtle in trouble. Red Creek accepts all injured turtles.
- Document the recovery location of any turtles removed because of injuries. This will be important once the turtle has recovered so it can be returned to its home territory.

As always, Peggy's advice and Red Creek's endless support of wildlife is invaluable not only to RBMN, our neighbors and customers, but to the many wildlife populations we work along side with everyday, in every season, in Pennsylvania. Thank you Red Creek Wildlife! ♦



A beautiful box turtle set on his course by Erik Yoder, VP Maintenance of Way.



A beautiful box turtle set on his course by Erik Yoder, VP Maintenance of Way.



A large snapping turtle rescued by John Walaitis, Track Inspector.



A large snapping turtle rescued by John Walaitis, Track Inspector.

Congratulations!

ON YOUR NEW ARRIVAL



Lauren and Nate Mengel (RBMN Engineer and Conductor) welcomed Reece Parker Mengel on October 5th at 6:46 PM in St. Joe's Hospital in Reading! Reece weighed 7 pounds, 13 ounces (half an ounce below what daddy weighed when he was born!) and was 19 inches long. Congratulations Lauren and Nate!

Reece Parker Mengel

Brianna Lee Golden and Connor Hedrick (RBMN Patrolman) welcomed Abigail Constance Hedrick on September 11th at 3:55 AM! Abigail weighed 8 pounds, 1 ounce. Congratulations Brianna and Connor!



Abigail Constance Hedrick



Karen and Matt McGinnis (RBMN MOW Track Worker) welcomed Karlee RaeLyn on September 28th at 4:53 PM! Karlee RaeLyn weighed 8 pounds, 14 ounces, and was 21 inches long! Big sister Lyndsay is very excited to have a little sister!

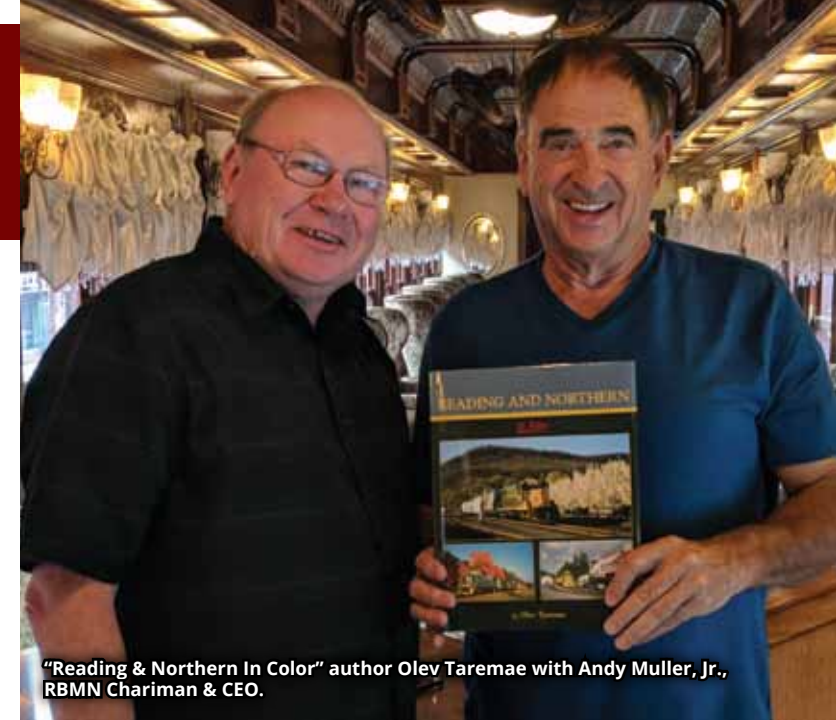
Karlee RaeLyn and big sister Lyndsay

"Reading & Northern In Color" by Olev Taremae Debuts!

The newly published "Reading & Northern In Color" by Olev Taremae has hit the shelves this fall! Published by Morning Sun Books, this beautifully printed pictorial history of the Reading & Northern Railroad pays illustrative tribute to 35 years in the railroad industry.

Author Olev Taremae is a Pennsylvania native with a widely published collection of railroad photography.

Available in hardcover through the publisher at www.morningsunbooks.com



"Reading & Northern In Color" author Olev Taremae with Andy Muller, Jr., RBMN Chairman & CEO.

Happy Birthday!

- | | | |
|--------------------------------|-----------------------------------|----------------------------------|
| NOV. 5JEFFREY KNADLER | NOV. 28DOMINIC DEEBLE | JAN. 2DUSTIN BERNDT |
| NOV. 5PATRICIA RICHARD | NOV. 29CHRIS ORLICK | JAN. 2NANCY WALAITIS |
| NOV. 6MARIO CARANNANTE | DEC. 2STEVEN WORLEY | JAN. 2LARRY WELLER |
| NOV. 9BRIAN BARNES | DEC. 3CODY HENN | JAN. 3NICHOLAS ALBERSWERTH |
| NOV. 9JUSTIN CHICKILLY | DEC. 5AARON AIGELDINGER | JAN. 4MICHAEL BOYLE |
| NOV. 9MATTHEW MCGINNIS | DEC. 5JUSTIN HUGHES | JAN. 4STANLEY BURCZY |
| NOV. 9ROGER MESZAROS | DEC. 11LARRY YODER | JAN. 5JOSEPH GRAMLICH |
| NOV. 9CLARK SMITH | DEC. 12DAVID HAFER | JAN. 5CURTIS WILLIAMS |
| NOV. 10DAVID KITTNER | DEC. 12SUSAN LUDWIG | JAN. 6RYAN LAMM |
| NOV. 10ERIK YODER | DEC. 13THOMAS FENERTY, JR. | JAN. 12RONALD DELUCA |
| NOV. 16EVAN GETZEY | DEC. 16RYAN BAUSER | JAN. 15KEVIN FRY |
| NOV. 17LARRY CURVEY | DEC. 17CALVIN GERHARD | JAN. 16DANIEL GILCHRIST |
| NOV. 18DAVID KROZNUSKI | DEC. 17GAYLE MATEYAK | JAN. 17DAVID J. LAPALLO |
| NOV. 20RIAN NEMEROFF | DEC. 17JAMES SOMERS | JAN. 17ELIJAH WILSON |
| NOV. 20JOHN RIZZO | DEC. 19ANDREW DAVIS | JAN. 21SABINE FIDLER |
| NOV. 20JASON WINWOOD | DEC. 19JOSHUA LAUGHLIN | JAN. 22MICHAEL CAPRON |
| NOV. 21MIKE EVANGELISTA | DEC. 20JUSTIN LEVAN | JAN. 27MARIE KNADLER |
| NOV. 21MATTHEW STABINGER | DEC. 26ROBERT HARAK | JAN. 28JOHN WASSEL |
| NOV. 23RON PAPIERCAVICH | DEC. 29YASHA SIDDIQI | JAN. 29ANGELA POTTS |
| NOV. 24LORI CHINCHAR | DEC. 30RUSSELL SCIANNA, JR. | JAN. 29RAYMOND SCHWENK |
| NOV. 25CARTER JONES | JAN. 1LOUIS BUGNO | |
| NOV. 27DAVID BALDWIN | JAN. 1BRIAR STERN | |



2018 RBMN Scholarship Winner

To The Reading & Northern Railroad Collegiate Fund Committee:

I would like to thank all of you for once again helping me finish my final year with your scholarship. I cannot wait to finish my senior year of college at Marywood University, and graduate next fall with my Bachelor's in Communication Arts.

Thank you for this generous opportunity every year for those who need it; I couldn't have made it this far in my future without you!

Katherine Bischak

Snowball

BY: TINA MULLER-LEVAN, VP ADMINISTRATION

Spoiler alert... This story does have a happy ending...

I thought I would relay a story from the heart in the hopes that you understand that tragedy can strike at any time, at any place, to any one.

Those of you who know my dog Snowball know that she goes everywhere with me. I've had Snowball for twelve years after rescuing her as a two-year old. She is the most loyal and protective dog I've ever had and is a great, all-around member of the family.

This story took place at our family ranch in Nebraska on a summer day in August. It was a hot 92 degrees in the sun. I had driven the car over to the headquarters building for a meeting with my dad and our ranch manager. Snowball hung out in the car, doors open, and waited for me to come back. She does that a lot. If there is an open car door, she will sit there and wait for me to take her somewhere.

After the meeting, I headed back to the lodge with Snowball. My parents met us there and the kids were all outside with their dogs. We hung out a couple minutes, and then all proceeded into the house... or so I thought. Time passed in the house... doors open, dogs in-and-out, kids milling around, and I played cards with my mom and grandmother.

After a while, I noticed that Snowball wasn't around like normal so I began looking for her. I looked in all of the normal places and could not locate her. I went outside and called her but she did not come. Now I was getting worried. Snowball always knows where I am and always comes when I call her, so something was wrong. Then it hit me...oh my. Did she ever get out of the car?? I walked over to the car and looked inside and to my dismay, there she was. It would be extremely hard to describe the way I felt, in fact it is difficult to relive this as I write this.

Snowball was barely alive. Unconscious and panting heavily and I thought surely she wouldn't make it. But I wasn't about to give up! I quickly carried her to the trout stream and submerged half of her in the cool water. As I sat there, cooling her in the cold 52 degree water, I felt nothing. My heart was racing and I thought... God no, don't let her die!

I don't know how long she was in the car. I thought I opened the door for her when we got back from the headquarters, but maybe she never got out. Someone must have then closed the door. It didn't really matter how it happened, now I just had to move fast!

My daughter, Sierra, came to find me and rushed back to the house to get the others. My brother, Aaron, googled heat stroke for dogs, and found some tips on bringing their temperature down. We did everything we could in the moment.

Well, as luck would have it, our veterinarian just happened to be on her way to the ranch to meet me to look at a horse. Within ten minutes she was on wite and was greeted with a panicked bunch of people and a dog that was clinging to her life. We raced Snowball to the veterinarian's office in Ainsworth which is about 30 miles away.

Well the story doesn't end there. The veterinarian told us that the next few days were critical. Even after Snowball regained consciousness and strength, which was our first miracle, she had the worst yet to come. Now, we just had to watch and wait.

Thirty-six hours later the vet sees symptoms suggesting the worst. She needs a blood transfusion and the nearest facility for such a procedure is in Omaha, which was five hours east of the ranch. Time was of the essence so we rushed her to Omaha.

In Omaha, Snowball was evaluated and her prognosis was very grim. She had zero platelets, which are needed for blood clotting; her liver values had skyrocketed off the charts and her digestive system was failing. I was beside myself with grief. I thought... How could this have happened? It was very hard not to blame myself. Regardless of how it happened, accidents just happen sometimes. The whole situation was weighing heavily on me.

Snowball was given the plasma she needed, among several other drugs. Amazingly she hung in there, and after three days in the ICU, she was released to go home. What a miracle!! I could finally breathe a sigh of relief and tried to enjoy our remaining time at the ranch.

I immediately developed procedures to ensure this would never, ever happen again. It was through this experience that I hope to convey to you that it is a good idea to give thought so that a serious event does not occur with your family.

I remember the first time I heard of someone leaving their child in the car at a mall and thinking how did that happen? But as our families grow and the pressures of life build, these accidents can occur easier than you think.

Is there anything you can do to increase your awareness with your family? Do you do a headcount before pulling away in the car? Do you do something similar when everyone is getting out of the car? What can you do to keep your loved ones safe? I don't have all of the answers but I hope this article makes you give it some serious thought. ♦



Tina Muller-Levan, VP of Administration, and Snowball together earlier this fall.

EMPLOYEE SPOTLIGHT

Congratulations Denise!

BY: SHANNON ANDERSON, HR SPECIALIST



I am pleased to introduce this quarter's "Spotlight Employee" Denise Kacsur. Denise has worked for RBMN since December of 2013 and is currently the Accounts Payable Manager within our Finance Department. Prior to working at RBMN, Denise worked at AP Wagner for almost twenty years.

Denise was born and raised in Leighton and graduated from Leighton Area High School. Denise has a degree in Business Management from East Stroudsburg University.

Denise and her husband George have one son, Derek (age 21) and two Yorkies "Weebz Kizmet Bigzby Ezquire" and "Pixie Belle" who rule the roost. In her spare time, she enjoys doing just about anything creative, watching movies, and reading. She loves all things Disney and visits as often as she can. Denise is a collector of Snoopy/ Peanuts, Disney, crafts and art supplies.

Denise's supervisor Andrea Collier stated, "Denise is impeccably accurate, punctual and always willing to go the extra mile. Whether she is offering suggestions to improve current processes or volunteering to cover the reception desk, she is the true definition of a team player."

As the "Spotlight Employee," Denise will receive a \$100 gift certificate to dine at a local restaurant. ♦

Reading & Northern's Family Recipes

Ham Loaf

This yummy recipe was provided by Bev Hess, Director of Employee Relations. Bev writes, "I got this recipe from one of my best friends, Linda Hartman, sister-in-law of John Hartman, RBMN Engineer. My family loves when I make this, and everyone wants a heel (end piece). I hope you enjoy this delicious comfort food as much as we do."

Ingredients

- 2lbs ham & 1lb pork, ground**
 - 1 cup bread crumbs
 - 2 eggs
 - 1 cup milk
 - ½ cup vinegar
 - ½ cup water
 - 1 ½ cups brown sugar
 - ½ teaspoon dry mustard
- ** Peter Brothers Meat Market in Lenhartsville, PA, sells this amount already ground up in a frozen tube.

Directions

1. Mix ham and pork, bread crumbs, eggs, and milk. Form into two loaves.
2. Combine vinegar, water, brown sugar, and dry mustard and pour over loaves.
3. Bake at 350 degrees for two hours. Baste every 15 - 20 minutes.

We would like to encourage everyone to send us their favorite family recipes to sfidler@readingnorthern.com.

Red Creek Wildlife Ten Years of Saving Wildlife Together

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF RED CREEK WILDLIFE



Two eagles being released at the Dehart Reservoir in Dauphin County.

This November marks ten years that Red Creek Wildlife Center has received continuous operational support from the Reading and Northern Railroad. We have grown in that ten years, and much has changed, but one thing remains the same, our original mission to help as many animals as we can.

I started rehabbing wildlife in 1991, a part-time endeavor from my home that was self-supported. With the help of a few friends, we cared for and released several hundred animals in the first few years. The need for wildlife rehabilitation was great, and we were doing our best to meet that need, but the costs and time involved had become overwhelming. By 2008, we were struggling to care for about 750 animals each year. We needed to grow, to soar like an eagle, but were having problems just staying afloat.

In the autumn of 2008, Andy Muller and Therman Madeira patiently listened to my dreams of what we hoped to accomplish, and the challenges that were holding us back. That day began a partnership between the Northern and Reading Railroad and Red Creek Wildlife Center; a relationship built on helping wildlife one animal at a time. In celebration of that anniversary, I would like to share a decade of accomplishments achieved together.

Ten years ago, animal care was carried out from my home, and I was the only wildlife rehabilitator. Monthly contributions from the Reading and Northern Railroad allowed Red Creek to hire an assistant to help me with the animal care as well as cover operational costs. Today Red Creek has three full-time licensed wildlife rehabilitators plus one full-time assistant who will be testing for her rehabilitation permits this fall. In addition, we have about a dozen weekly volunteers, many of whom have been with us the past decade or longer. Red Creek now also hosts over ten college interns each summer who help with raising baby wildlife. We need this amount of help because we are

now receiving over 3,000 animals annually.

In 2012, again with assistance from Andy and the RBMN Railroad, Red Creek purchased adjoining property with a building that is now our clinic dedicated to wildlife rehabilitation. This building substantially increased the number of animals we could comfortably care for.

In the past ten years, 19,265 animals were admitted at Red Creek. About one in four animals arrive with such dire injuries that rehabilitation is not possible. Of the animals received, 14,504 arrived in a condition where rehabilitation was attempted. Of those, 10,624 returned to freedom in the wild. From hummingbirds to eagles, and tiny squirrels to white-tailed deer fawn, each life mattered. Our most numerous animals remain the eastern cottontail rabbit, which numbered over 4,700 in the past ten years. Also, among our patients were fifty eight animals that are either threatened or endangered species in Pennsylvania such as the peregrine falcon.

There were forty animals that recovered but could no longer survive in the wild. Those animals were retained as foster parents for baby animals or were trained as ambassadors, visiting schools, teaching about wildlife. Many remain at Red Creek and will live out their lives here, and a few were transferred to other centers where they were needed. All will continue helping other wildlife.

People call Red Creek for help with animals every day, but not every call results in an animal needing to come in for care. Some of these calls are for general information or about our public programs, and some callers are referred to other rehabilitators who may be closer to them. The majority of calls, however, are because of wildlife emergencies. Many of these situations can be resolved right away and result in the animal being returned to the nest or mother. Capturing and releasing a bird wrapped in fishing line or retrieving baby ducks from a storm

drain are prime examples of what our capture and transport teams often accomplish releasing animals after a bit of help. Instructing a caller on how to reconstruct a fallen nest or educating someone about a fawn that was found demonstrates how a mere phone call can save many animals.

In 2009, we wondered how many animals we were helping just by answering the phone. We kept phone records for one year and discovered 87.5% of the calls resolved the wildlife issue without needing to displace an animal. If that percentage is typical of each year, we can estimate that over 120,000 animals were helped without having the animal taken from the wild.

Although seeing these enormous numbers helps shed light on the value of wildlife rehabilitation, nothing has more of an impact than the stories of each animal and how these services affect their lives.

In the last issue of the R&N Magazine, I told the story of Daddy Eagle and how he adopted a juvenile Bald Eagle while in rehab. I wrote how I hoped to release the two birds together. On August 2nd we got to do just that.

These two eagles, along with thousands of animals, owe their futures to the benevolence of the Muller family and the Reading and Northern Railroad.

That morning, both eagles were driven to the adult eagle's nesting area at the Dehart Reservoir in Dauphin County. The juvenile was released first and flew strongly over the field before perching in a distant bare tree.

The adult eagle was released next, and at first, flew in a different direction. Halfway across the field he spotted the baby and changed directions. He flew straight to the tree and rested beside his adopted charge.

As an interesting side note, the adult eagle's mate was seen flying in the area, and greeted him shortly after his return. I wonder how he explained being missing for over two months and returning with another eagle's kid. ♦



WELCOME ABOARD

NEW EMPLOYEES



Tyler Berger

Tyler Berger was recently hired as a Locomotive Mechanic with the Reading Blue Mountain and Northern Railroad. He attended Blue Mountain High School. Prior to working at RBMNR, Tyler was a Mechanic for Bashore Truck Service for two years.



Mary Ann Culp

Mary Ann Culp was recently hired as an Assistant Office Manager with the Reading Blue Mountain and Northern Railroad. Prior to working at RBMNR, Mary was a part-time Ticket Agent for the Lehigh Gorge Scenic Railway.



Monica DeMarco

Monica DeMarco was recently hired as a Customer Service Representative with the Reading Jet Center. She attended Hamburg High School, Reading Area Community College and East West Therapeutic Massage. Prior to working at RJC, Monica was a Chief Operating Officer for GEMSS North America for four years.



Connor Hedrick

Connor Hedrick was recently hired as a Patrolman with the Reading Blue Mountain and Northern Railroad Police Department. He attended Western Wayne High School and Lackawanna College. Prior to working at RBMNR, Connor was a police officer for Pittston City Police for two years.



Brandon Kalbach

Brandon Kalbach was recently hired as a Trackman with the Reading Blue Mountain and Northern Railroad. He attended North Schuylkill High School and Schuylkill Technology Center North. Prior to working at RBMNR, Brandon was an independent contractor as a painter for three and a half years.



Enos Bleiler

Enos Bleiler was recently hired as a Machine Operator, Class 2 with the Reading Blue Mountain and Northern Railroad. He attended Kutztown Area High School and prior to working at RBMNR, Enos was a machine operator with W.E. Yoder in Kutztown.



Ronald Collins-West

Ronald Collins-West was recently hired as a Trackman with the Reading Blue Mountain and Northern Railroad. He attended Hamburg Area High School and Schuylkill Technology Center. Prior to working at RBMNR, Ronald was a bricklayer for Burkhart Refractory for five years.



Anthony DeBellis

Anthony DeBellis was recently hired as a Conductor with the Reading Blue Mountain and Northern Railroad. He attended Centereach High School, Great Basin College and Eastern Suffolk BOCES. Prior to working at RBMNR, Anthony was a conductor and carman for Strasburg Railroad for three years.



Justin Edwards

Justin Edwards was recently hired as a Locomotive Mechanic and Inventory Manager with the Reading Blue Mountain and Northern Railroad. He attended Exeter Senior High School and Pennsylvania College of Technology. Prior to working at RBMNR, Justin was a Meter Technician for Wellington Energy for ten years.



Cody Henn

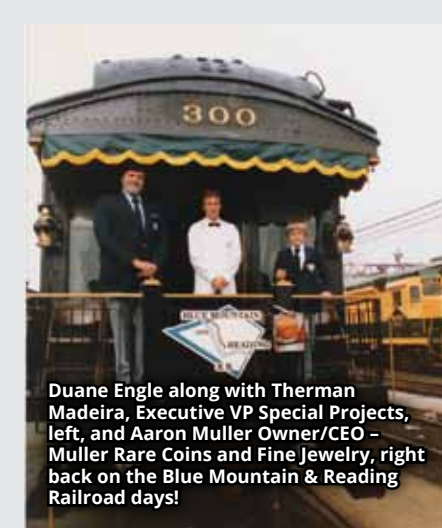
Cody Henn was recently hired as a Trackman with the Reading Blue Mountain and Northern Railroad. He attended Schuylkill Valley High School and Berks Technical Institute. Prior to working at RBMNR, Cody was a CDL truck driver and equipment operator for the Borough of Sinking Spring public works department for two years.



Gayle Mateyak

Gayle Mateyak was recently hired as a Customer Service Manager with the Reading and Northern Railroad. She attended Quakertown High School and Moravian College. Prior to working at RBMNR, Gayle was a manufacturing technician for Air Products for seventeen and a half years.

RBMN ANNIVERSARIES ACKNOWLEDGED



Duane Engle along with Therman Madeira, Executive VP Special Projects, left, and Aaron Muller Owner/CEO - Muller Rare Coins and Fine Jewelry, right back on the Blue Mountain & Reading Railroad days!

CORRECTION from last magazine: Duane Engle Senior Director, MOW

In the summer 2018 edition of the R&N magazine we noted that Duane Engle recently celebrated 25 years with the Reading Blue Mountain and Northern Railroad, when in fact, he has been with the company for much longer. Duane started part-time with the railroad in the mid-1980s and was hired full-time in March of 1989. In 1992, Duane temporarily left his full-time role but continued to work on a part-time basis while maintaining an excellent relationship with the company. Duane returned to full-time status in 1993. Duane has been a valuable employee for over 30 years. *Thank you for your hard work and dedication Duane!*

30 YEARS



October 10, 1988
William "Bill" Bubeck
Car Host/Conductor- LGSR

20 YEARS



September 26, 1998
Dawn Marie Bubeck
Car Host/Mascot- LGSR

10 YEARS



September 23, 2008
James Somers
Asst. Car Shop Mgr.- Mech. Dept.



September 19, 2008
Jamie Solomon
Car Host- LGSR

3 YEARS



October 8, 2015
Larry Fisher
Car Host- LGSR



September 30, 2015
Raymond Chippa
Forklift Op.- Transload Dept.



August 24, 2015
Graham Hantz
Signal Main. 2- Signals Dept.

1 YEAR



October 23, 2017
Ryan Trexler
Conductor- Op. Dept.



October 23, 2017
Samuel Wills
Conductor- Op. Dept.



October 3, 2017
Michele Daub
Customer Service Manager



September 11, 2017
Lynn Engle
Admin. Asst.- MOW Dept.



August 10, 2017
Tyler Geschwindt
Car Host/Mascot- LGSR



July 5, 2017
Mark Cantafio
Trackman- MOW Dept.

Wellness Corner

BY: SABINE FIDLER, RECEPTIONIST/HR ASSISTANT

A Beginner's Guide to Yoga

While yoga's benefits have sustained us through thousands of years, it's a practice from which we can all benefit. Shannon Anderson, our resident yogi, explains it this way, "we could all benefit from ways to reduce stress, and when it comes to yoga, it doesn't mean you have to mold into the shape of a pretzel. The word yoga itself deters people until we have a reason to give it a try. If you can breathe, you can do yoga."

Although yoga became modernized in the Western world in the 1900's, the practice dates back as far as 5,000 to 10,000 years. Yoga can be categorized into four main periods; Pre-Classical Yoga, Classical Yoga, Post-Classical Yoga, and Modern Period.

Pre-Classical Yoga

During this period over 5,000 years ago, yoga was a hodgepodge of diverse techniques and ideology that frequently lacked harmony with one another. Yoga developed into a catchword over thousands of years originating as a practice from the Vedas, the oldest collection of religious passages of the Hindus. This collection included mantras, songs, and rituals eventually encompassing the teaching of ego sacrifice by way of wisdom, self-knowledge, and action.



Classical Yoga

The Classical Period became the first methodical introduction of yoga by Patanjali called the Yoga-Sutras. These documents, written in the second century, were assembled into an "eight-limbed path" practice. Patanjali's yoga techniques continue to impact many variations of modern yoga.

Post-Classical Yoga

At the conclusion of the 19th century, yoga increased in popularity. Yoga masters, centuries after Patanjali, compiled a collection of practices developed to rejuvenate and extend life. The creation of Hatha Yoga developed through the physically and spiritually-centered practices of western yoga.

Modern Period (Up to Present Day)

The incursion of yoga into the West proceeded at a slow pace until 1947 when Indra Devi commenced her yoga practice in Hollywood. Since that time, an increasing number of Indian teachers and Westerners acquired millions of supporters. Today, many Hatha Yoga schools highlight varying interpretations of the practice.

From improving your balance, building muscle strength, protecting your spine, draining the lymphatic system, and improving posture and flexibility, yoga can be beneficial to everyone. Regular yoga practice improves your body's spatial awareness. This equates to better balance, building muscle strength, and providing protection from ailments such as back aches and arthritis. Stronger muscles decrease the likelihood of falls as one ages. Spinal disks get their nutrients through movement. Yoga, with its twists, back bends, and forward bends, makes the perfect activity to keep those disks pliable and flexible. Transferring in and out of yoga poses allows muscles to stretch and contract and

organs to gyrate. This movement increases lymph drainage which enhances the lymphatic system's ability to combat infection, annihilate cancer cells, and discard toxic waste products at the cellular level. There are many other benefits to the regular practice of yoga. Once you explore your inner "yogi", you'll be on your way to improved health and mindfulness.

You can branch out and explore the many different types of yoga such as hot yoga, aerial yoga, restorative yoga, and even goat yoga. You can also choose from Hatha yoga, Vinyasa, or even Bikram yoga just to name a few. Yogi Shannon suggests a basic and extremely beneficial yoga pose called, "Viparita Karani" or "Legs-Up-the-Wall"; a restorative, inversion yoga pose. It is easily and quickly done before bedtime or anytime you need to relax.

To experience Viparita Karani, first ensure the wall you are using is clear of any wall hangings and you have enough space to bring your legs up the wall. Lie down on your right side in a fetal position until your glutes are up against the wall. Slowly bring both legs up the wall so your toes are facing the ceiling and your spine is aligned with your legs. You can slightly bend your knees as the weight of the wall supports your legs or you have the option to straighten your legs. As you begin to relax the weight of your upper body into the floor beneath you, relax your arms beside your body or above your head. While breathing normally, you can begin by making subtle movements as your body becomes heavier and more relaxed. Stay in this position for at least five minutes.

Benefits of Viparita Karani include:

- Reduced edema in the feet and legs
- Relief of exhausted leg muscles
- A calmed nervous system due to improved digestion and a relaxed body

To come out of this pose, gently hug your knees into your chest, and roll to your right side into a fetal position giving yourself a few breaths before you come up. Place your left hand onto the floor as you lift your body up into a seated position. Slowly come to a standing position and notice the difference in how relaxed you feel now compared to how you felt prior to Viparita Karani.

Whether you turn to yoga as a form of exercise, a path to healing, or an outlet for greater awareness; allow yourself the opportunity to experience its benefits. NAMASTE!



For more information, visit:

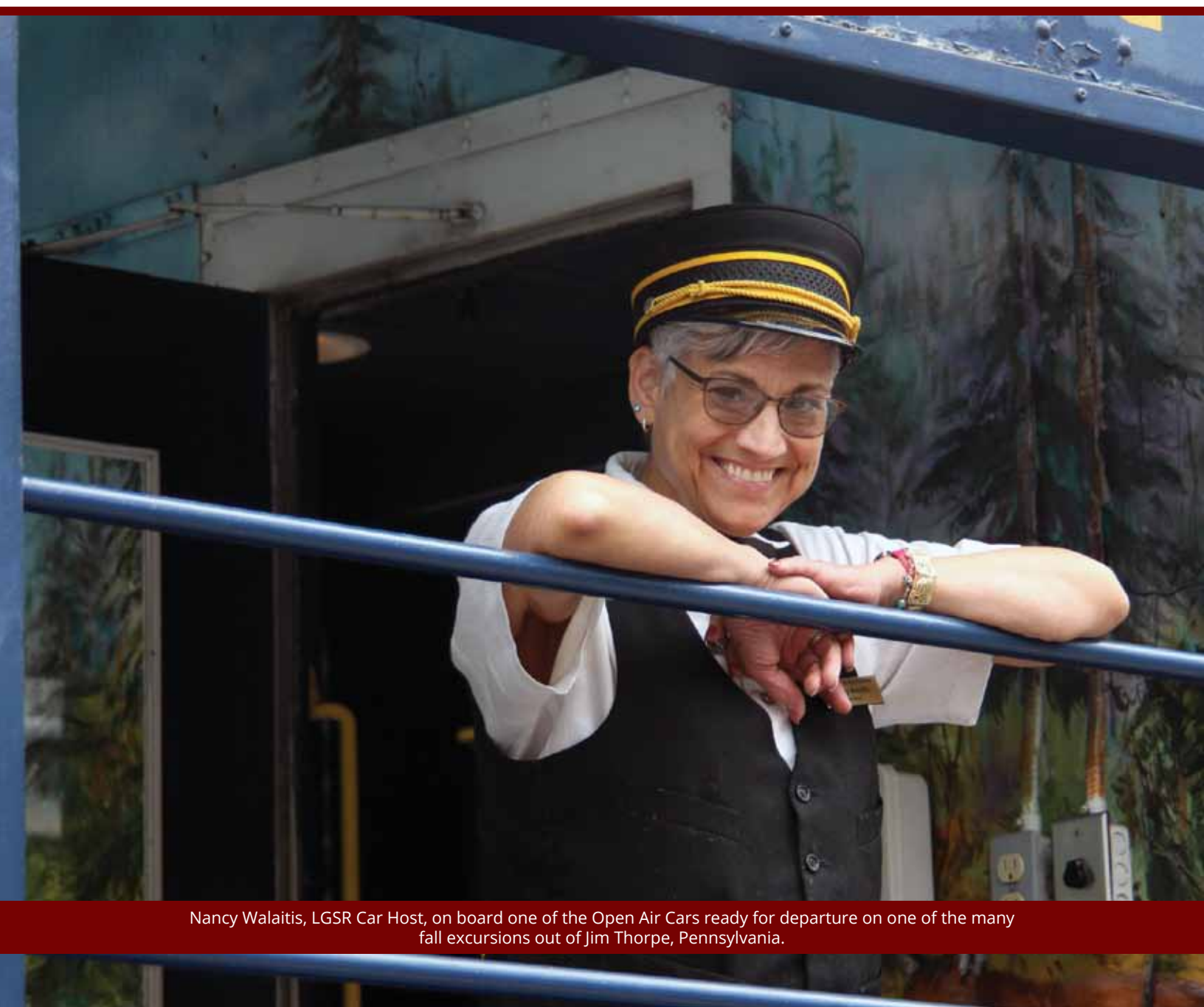
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Nancy Walaitis, LGSR Car Host, on board one of the Open Air Cars ready for departure on one of the many fall excursions out of Jim Thorpe, Pennsylvania.