

R&N Magazine

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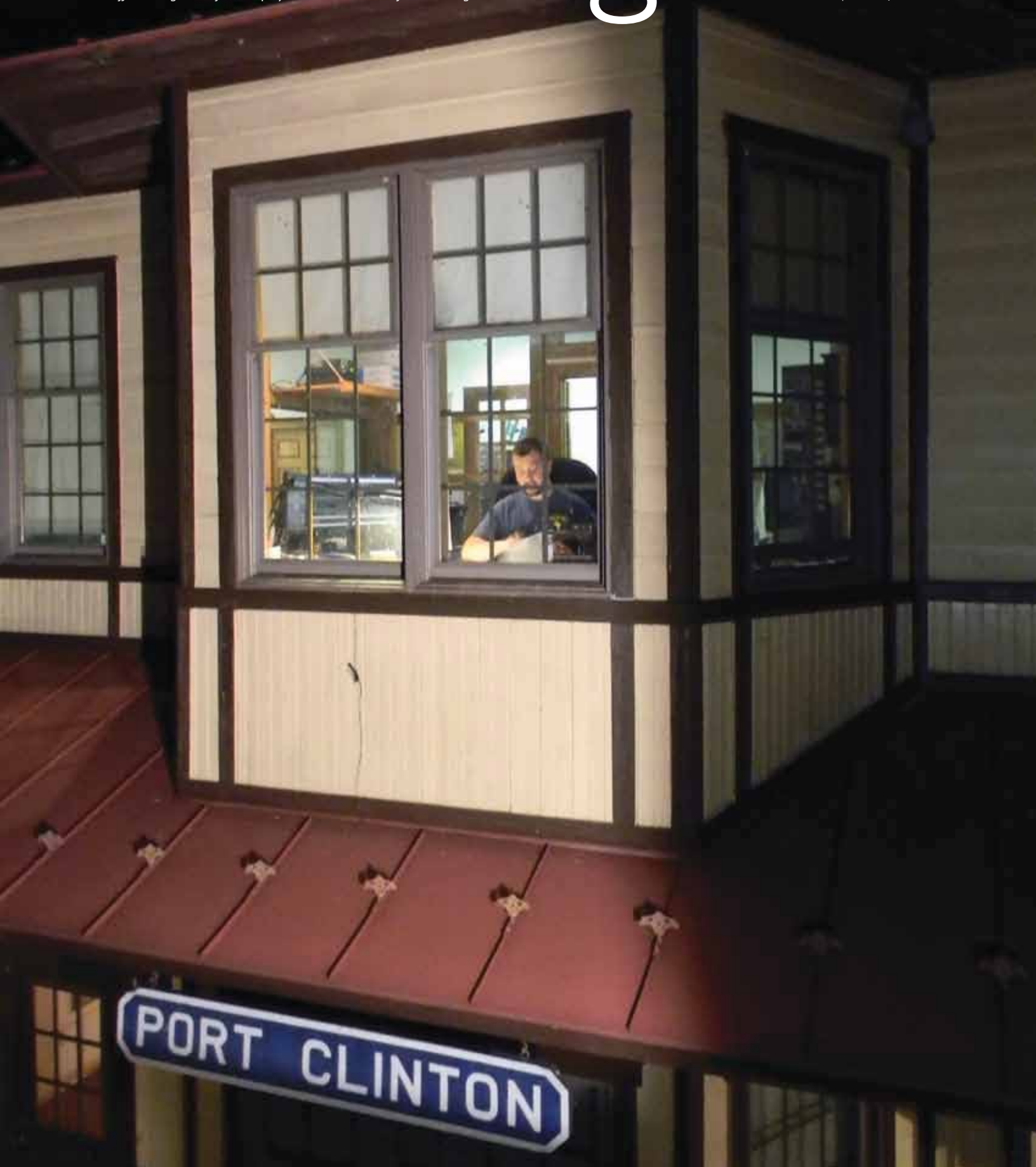


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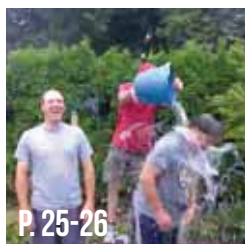
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COVER PHOTO

DISPATCHER AARON SCHLOSSER SHOWN IN THE EARLY MORNING HOURS AT PORT CLINTON ON THURSDAY AUGUST 14TH, 2014.

EDITORS

JOLENE BUSHER • FRANCES KARYCKI • FRANCES MULLER

KEEPING ON TRACK

BY: WAYNE MICHEL, PRESIDENT

Recently I broke my leg.

My wife and I had taken our visiting twelve-year-old granddaughter and her mother to visit St. Peter's Village. It's not much of a village; one main street with a restaurant and a great bakery/café and a couple of other shops. But almost thirty feet below street level a stream meanders with giant, refrigerator-sized boulders. And in the middle of this stream is a large swimming hole complete with ropes for kids to swing on. It was a perfect way to spend a July afternoon. Our granddaughter and her mother swinging and swimming while my wife and I scrambled over the rocks in order to take pictures.

After a late lunch at the café I went to the car to check my blackberry while they returned to the rocks. Once I determined all was quiet at work I made my way back down. This time when I jumped from the path to the first boulder my left foot landed and crumbled.

I had never felt such pain before in my life. I needed help but there was no one around and cell service was non-existent. I bit down and forced myself to crawl off the boulder over to the path on my hands and knees. Then I had to navigate the two staircases or wait in the hot sun for help. And I still would need to get up to street level. I decided to take off my t-shirt and wrap my left ankle and then hop up the stairs. Once I arrived at street level I went into the café, got some ice and then lay down on a bench with the ice on my ankle waiting for the cavalry to come.

Forty minutes later they arrived. They got the car and we headed home. Since the hospital was on the way I had them drop me off. Shortly thereafter I was told I had broken my fibula. They wrapped up my ankle, gave me a walker instead of crutches, told me to stay off the leg, and sent me off to see a specialist.

Two days later the specialist confirmed the news. But as breaks went it was good. No displacement just a thin break in the bone. The doctor put me in one of these huge inflatable medical fracture boots, told me to get a knee scooter and bath chair and said keep my weight off my left leg for 6-8 weeks.

The next month was a surreal experience. I had no idea that a simple broken leg could

so totally alter one's routing. Getting in and out of the shower was a laborious process. Sleeping in this huge boot was difficult as I needed to avoid kicking myself or my wife. And just getting around my house would have been impossible if not for my knee scooter. If you have never seen a knee scooter it looks like what you would imagine; a metal bike with four metal tires. There are handlebars with handbrakes and in place of a seat there



is a thin plastic saddle to rest your knee. In theory it should work fine. But when someone my size, almost 6 feet tall and weighing over 200 pounds, tries to place his bad leg on the saddle while pushing off with his good leg problems occur. One problem I had resulted from the fact that the rear wheels were held on with sharp-edged nuts, which inevitably ended up cutting into my good ankle. Shades of Charlton Heston having his chariot attacked in Ben Hur! To make matters worse, as I turned the scooter my knee sometimes slipped off the

narrow plastic saddle and slammed down on the floor. By the end of the month both of my legs were black and blue, my right ankle was badly cut, my left ankle had a blister that covered the entire ankle socket and my left knee had blown up with fluid and needed to be treated with cortisone.

But, miracle of miracles, at the end of four weeks my Doctor was surprised to see that the bone had healed enough so that I was cleared to walk, albeit with my magic boot. Two weeks later it turned out the bone had not healed as well as thought as a different X-ray ankle showed the break. Two more weeks in a boot to be followed by two weeks with an ankle brace. But at least I was walking.

The entire experience proved to be an eye-opener to me. While using the scooter I learned a little of what it must be like to be handicapped. Despite all of the advances in our country thanks to the ADA (Americans with Disabilities Act) it still is very difficult to get around. Many restaurants and businesses had difficult access for the handicapped. The huge King of Prussia mall near my home has beautiful but slippery floors that caused my scooter to slip and slide. Elevators are few and far between and poorly marked in many shopping malls. And too many handicap access ramps had very steep grades and uneven surfaces making it an adventure to scoot over them. Obviously there is much that could be done to make the world an easier place for our handicapped citizens.

But my cautionary tale is not a plea for more government in our lives. Nor is it a plea to 60 year-old men that they should not be jumping on and off boulders; most people intuitively know that.

Now the real point of this tale is to talk about the men and women of the Reading & Northern Railroad.

For six weeks I did not go to the office or a single meeting. Of course, I was in touch daily by cell and email. But nonetheless during our busiest time of year I was not present. And everything ran smoothly.

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Continued from page 2.

We had the best July in our history in terms of traffic and revenues. Our customer service was close to 100 per cent on schedule. We kept everyone safe and everything running smoothly. We managed to get a 90 page bid in on time as we seek to become the operator of the SEDA-COG railroads to our west. We continued our litigation against the rail authority to our east. And all of our business development initiatives

are proceeding on schedule.

We had a couple of talented managers leave us due to personal reasons and we hired a number of new people to join our ever-increasing ranks. Our healthcare renewal went smoothly, as I can attest, and our employees all continue to receive good pay and benefits.

In short it was like I wasn't even missed. It is a testament to the Reading & Northern staff that our company runs so efficiently in the absence

of me and our CEO Andy Muller, who was out of state much of this time. It proves we have a great team of managers and workers who are constantly going the extra mile to take care of our customers and each other.

At the end of my ordeal I am left standing on two feet; and two legs. And, thanks to the men and women of the Reading & Northern Railroad, our company is keeping on track. ♦

This issue is dedicated to all of the 180+ men and women who keep the Reading & Northern and our affiliated companies on track. To give our readers a feel of what it is like to work at such a busy and successful company, we decided to showcase a day in the life of the railroad. We chose August 14th, which turned out to be a beautiful summer day.

We hope you enjoy the stories and the pictures.

A DAY IN THE LIFE OF THE Operations Department

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

The following article is a rough timeline of the Operations Department's schedule on Thursday, August 14. Days do not really have a beginning or an end in the Operations Department as we are a 24/7 operation and we only shut down once or twice per year. Other than those few occasions, there is always something going on at the railroad.

Now, just to set the stage, I do want to mention a few things. This railroad generally operates on a script. That script is the scheduled railroad which is dictated by our customer's needs. We have our crews scheduled to meet the customer's schedules, in many cases the customers include our internal customers such as Maintenance of Way (MOW) Department and our Car Shop. You will also see that we have four other railroads operating over our tracks and three of them perform interchanges with us.

There are many factors that can get in the way of our best intentions for the day such as Mother Nature, the travelling public, mechanical issues, and so on. Some days I feel like Lloyd Bridge's character McCroskey in the movie *Airplane*. This day, however, was not one of them...I think.

So we now join our regularly scheduled program already in progress.

Its 12:01 am., or 00:01 railroad time, it's a beautiful summer night with temperatures around sixty degrees. Most of the RBMN employees are at home sleeping. However, there is plenty of activity happening or in the works on our 320 mile system.

On the Reading Division at Port Clinton we have dispatcher Aaron Schlosser working in the heart of our operations in the dispatch center. His shift began Wednesday at 22:30. Throughout the night, in addition to handling trains, Aaron will be working on updating the traffic computer to reflect cars that have been interchanged and moved onto the various tracks. He will also ensure that all of the crew arriving on duty in the morning have all of the customer work orders and instructions so that they can perform their jobs as needed.

At this hour Dispatcher Schlosser is not alone at Port Clinton as the northbound RGQA (Reading to Tamaqua), also known as the Reading Turn, is currently in the process of the setting off and the picking up of some



QADE crew boarding their locomotive in the morning. Shown are Engineer, Rich Bader, Conductor, Kerry Kehler, and Conductor Trainee, Tony Weachock, on board the locomotive.

cars. It is on their northbound journey to stage cars for the days' deliveries that we are catching them. The Reading Turn crew, which consists of John Smolczynski as the engineer and Kyle Sanders as the Conductor, started their day at 16:30 at Tamaqua. The Reading Turn had already delivered freight to Norfolk Southern (NS) at Reading Yard and also picked up cars destined to customers on the RBMN. After they finish their work at Port Clinton, they will head north to Tamaqua to finish their day.

Meanwhile on the Lehigh Division the PILE (Pittston to Lehigh) is in the process of setting cars in Norfolk Southern's Lehigh Yard for interchange. The crew consists of Engineer Ed Philbin and conductor Eric Slevokov and their days started on Wednesday evening at 20:30. Once they complete that task they will head north to Penobscot to pick up freight that will be set off by a Norfolk Southern train. Their train symbol will also change to LEPI (Lehigh to Pittston) for the return trip.

At 00:01 the NS 12T-13 enters the RBMN property at CP Lehigh. The NS train will use the RBMN track to get to Independence in order to pass a southbound Canadian Pacific 258 that is on the NS track at Lehigh. The NS 12T-13 will make a stop at Penobscot in order to set out cars destined for the RBMN customers on the Lehigh Division.

At 00:07 the NS 13T-12 enters the RBMN at Dupont. This southbound train originated at Binghamton, New York and is destined for Allentown. It will use the RBMN tracks between Dupont and Independence. This train will clear RBMN property by 02:27.

00:30 – Check out the map on p.6 to see the locations of the current activities.

On the Reading Division the RGQA crew reaches Tamaqua around 02:30 and is in the process of tying up their consist and completing necessary paperwork.

At 02:37 the NS 13T-13, a second southbound train, enters the RBMN tracks at Dupont. This southbound train also originated at Binghamton and is destined for Allentown. It will use the RBMN tracks between Dupont and Independence.

After passing two NS southbound trains and setting off freight at Penobscot for RBMN, the NS 12T train is heading northbound at Penobscot just before 05:00. This train will exit the RBMN property about forty minutes later at Dupont where it will continue to Binghamton on Canadian Pacific's tracks.

The northbound PILE picked up cars at Penobscot that the NS 12T-13 set off and is making its way to Pittston.

So at 05:00 the first crew of that Thursday will come on duty. This crew, like each crew on this day and any other day, will start out by calling the dispatcher to find out what is in store for them. The conductor will do a job briefing with the dispatcher and find out all of the known details at that time and ensure the train crew has what it needs to get the day started. The conductor and engineer will also perform a job briefing before any wheels start turning.

This 05:00 crew is the QAMC (Tamaqua to Mt. Carmel), also known as the Mountain Job. The crew consists of engineer Shane Frederickson and conductor Carter Jones. They will have two six axle locomotives. The main function of this crew is to serve the customers along the M&S Branch. Their day at this point will be a stop at Reading Anthracite's Girard Estates facility near Ashland and a trip to Mt. Carmel to serve Maurer and Scott's Mt. Carmel facility and International Paper.

Back on the Lehigh Division the YJPI (Yard Job Pittston) comes on duty at 06:00. The engineer is Travis Prevost and the conductor is Michael Voorhees. Their major tasks will be to put away the inbound PILE's freight, prepare two other trains to leave the yard a little later in the morning, perform the Luzerne and Susquehanna Railway interchange, and serve Cascades Tissue, Mariotti Lumber, and D&I Silica.

Between 06:00 and 07:00 the Maintenance of Way (MOW) Department, Signal Department, and Real Estate inspectors will begin their day. They will contact the dispatcher to coordinate their needs to get their work accomplished. The night before, MOW gives Operations a projected

schedule so that we have an idea where MOW crews will be. The Real Estate inspectors schedules are sent out the week before so there are no surprises there. The signal maintainers are working on supporting the MOW forces but will also be performing various signal tests.

At 06:30 it is time for a dispatcher change. For the next ten to fifteen minutes the radios will be silent at Port Clinton as our third shift dispatcher turns the railroad over to his relief, Jim Cook. As you can imagine there is a lot for these two gentlemen to go over so we try not to let anyone disturb them during the transfer. Of course they do have one ear to the radio in case an emergency should arise while they are in the cone of silence.

It is also around the time of the dispatcher's transfer that the Port Clinton campus begins to come alive with the arrival of Mechanical and MOW personnel arriving to begin their day.

Jason Trainor, AVP Field Operations is arriving at Pittston to begin his day.

It's 07:00 and we have three crews coming on duty at three different locations.

First up is our QADE (Tamaqua to Delano). The engineer is Rich Bader, conductor is Kerry Kehler, and the conductor trainee is Tony Weachok. Their northbound duties will include a trip to Poly Plastics and a trip over the Locust Valley Coal Company tracks to serve Sky Top Coal Company.

Second is the PNMV (Port Clinton to Minersville). The engineer is Mike Kohl and the conductor is Chris Bost. Their duties at this point will be to serve customers on the Minersville Branch, which on this day is Kaytee, Tredegar, Cressona Transload, and SAPA.

The final 07:00 crew is a special work train called out at Penobscot to dump ballast on the Lehigh Main near Laurel Run. The engineer is Jeff Bavitz and the conductor is Brent Jacob. This crew will meet MOW crews at Penobscot. The MOW crew will travel with the train and they will be on the ground dumping ballast once they reach their destination.

Between the hours of 08:00 and 09:00 is when the office staff begin to arrive to start their day. Port Clinton is starting to hum with people. Dispatcher Jim Cook repeats the phrase "good morning" to virtually everyone walking through the upstairs door in the office.



MCQA crew pulling cars out of International Paper at 10:30.

Also between the hours of 08:00 and 09:00 at Pittston we see the Luzerne and Susquehanna Railway come into Pittston Yard to pick up interchange cars that we received from NS only hours before at Penobscot. The L&S makes a quick turn and is on their way back to their home rails at Avoca to deliver cars to their customer.

At 08:30 the PNRB (Port Clinton Roustabout) arrives on duty. The engineer is Chad Frederickson, the conductor is Gene Boyle, and the conductor trainee is Alvin Rineer. Their work at this point in the day

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will be to serve Kore Mart in West Hamburg and then to head to North Reading for some hopper car shifting. Also on their plate at the end of the day will be to shift the car shop at Port Clinton. RBMN has an extensive fleet of railcars to service so five days a week this job handles the movement of cars in and out of the shop.

09:00 at Pittston the PIME (Pittston to Mehoopany) crew comes on duty. The engineer is Mike "Breezy" Bischak and the conductor is Aaron Snyder. The YJPI has been getting their train ready so by the time they complete their job briefing they will be ready to get their work underway. Their job for the day will be to service Procter and Gamble's facility at Mehoopany, which is the northernmost point on the Susquehanna Branch. This is a seven day per week job that is dedicated to taking care of all of the rail needs at Mehoopany.

The Lehigh Gorge Scenic Railway crew is coming on duty at 09:00 in Jim Thorpe. The engineer is Ryan Lamm and the conductor is Bill Bubeck. They have scheduled trips at 11:00, 13:00, 15:00 and 16:30. As they are arriving on duty downtown Jim Thorpe is getting a little busy.

11:00 in Pittston the PISB (Pittston, Scranton Branch) crew is reporting for duty. The engineer is Chris Peters and the conductor is Andy Davis. They will be heading to Scranton and their work includes servicing multiple Kane Warehouse facilities and Quadrant.



PIME crew arriving at Mehoopany at 11:20.

For several hours the railroad has been operating with activity everywhere. Train crews are in constant communication with the dispatcher to report progress in relation to their whereabouts or to announce that they have completed their duties at a customer location. The dispatcher has been talking to the Traffic Department when

necessary to give specific arrival times to certain customers. Yes sir, all is well and things are going according to plan.

11:12 and the QAMC crew is southbound at Mt. Carmel as they have finished their customer work. Their symbol is now the MCQA and they are headed for Tamaqua.

11:33 and the QADE is southbound at Sky Top on the Locust Valley Coal Company line. Their symbol is now the DEQA and they are headed back to Tamaqua. They have completed half of their day and still have to serve Lehigh Anthracite at Arlington and Maurer and Scott at Zehners.

It's 12:05 and the PNMV crew reports a tree down on the Minersville

Branch just north of Cressona Yard. This will require the assistance of the MOW personnel as the tree must be removed before the train can pass. Unfortunately, this means that we will not make Tredegar's service window. Dispatcher Cook immediately notifies the traffic department so they can notify the customer.

12:30 – Check out the centerfold map to show the state of the railroad. Quite a difference from the 00:30 map!

At 14:18 the PNMV reports that they have completed their shift at Tredegar and they are southbound. They were about thirty minutes late for the customer. Their symbol is now the MVPN and they are headed to Cressona to shift the Cressona Transload and SAPA. They are still on target to make the windows for these facilities.

14:20 DEQA reports that they have derailed three cars on the Greenwood Running Track at a private crossing. The crew reports that it looks as though the rail rolled causing three cars to derail. The dispatcher immediately informs me and I in turn call Justin Levan, VP MOW, to inform him of the situation. We decide that rerailling efforts will take place this afternoon and Justin coordinates with the MOW team. Jason Trainor heads south from his Pittston location to investigate the derailment scene, these investigations are standard procedure. The DEQA had one more customer to serve, Maurer and Scott. That customer will now be served by the MCQA job that was pulling into Tamaqua Yard at the time of the derailment - sometimes timing is everything.

Also at 14:20 the PIME, now the MEPI, is southbound at Mehoopany and is heading back to Pittston to set off their cars.

It is now 14:30 and time for another dispatcher transfer. Dispatcher Jim Cook is feeling a little rushed due to recent developments. Jim gives his relief, Nate Bissey, an overview. Jim's mind is still thinking about the day's events as he leaves the office but he still gives his friendly goodbyes. Nate Bissey is acclimating himself to the current state of the railroad and will soon get in contact with various train crews.

Between 15:00 and 19:00 many of the crews are wrapping up their day. They call the dispatcher on the phone for one last conversation to ensure all of their paperwork has made it to Port Clinton for processing.

15:04 the Lehigh Railway gets permission in the Mehoopany Yard to perform interchange work. After a pick up and set off they are done about forty-five minutes later.

Our special work train is wrapping up the day's events around 15:30 at Penobscot after working with the MOW folks to dump the ballast train.

At 16:30, engineer John Smolczynski and conductor Kyle Sanders report for duty at Tamaqua, they are on the Reading Turn (QARG). John and Kyle were at home sleeping while a majority of the folks at the railroad were busy doing what they do. Their primary function will be to interchange cars with NS at Reading Yard. Their southbound train will consist of cars coming from the M&S Branch, Delano Branch, and Locust Valley Coal



YJPI crew shift sand terminal in Pittston Yard at 13:30.



QARG heading towards Norfolk Southern interchange at 20:30.



Jonathan Barket at the future site of Coal Interlocking plotting the next move with Mario DeMarco working in the background.

Company's line. Upon arrival at Port Clinton they will pick up cars that came down from Pottsville Branch and the Minersville Branch.

At 17:00 the SBPI, formerly the PISB, is southbound at Scranton as all of their customer deliveries are complete. They will head back to Pittston and combine their cars with the consist for the PILE, tie up their locomotive, and call it a day.

Also at 17:00 a majority of the office staff are finished for the day and there is a mass exodus of personnel at Port Clinton. Susan Ludwig is the sole Traffic Department employee remaining, she will leave at 17:30. The dispatcher once again remains the only occupant of the office.

At 17:30 the Lehigh Gorge crew is wrapping up. They had a good Thursday turnout, hauling nearly 600 passengers on the four trips.

18:00 – Rerailing efforts still ongoing under the direction of Duane Engle, AVP Track Structures, at Arlington Yard on the Greenwood Running Track.

20:15 the Reading turn is arriving at North Reading Yard where they will weigh their loaded coal cars on our weigh in motion scale. After that task is complete they will head to the NS Reading Yard to set off and pick up cars.

The Reading Turn (RGQA) is returning to home rails at 21:50 as they complete the interchange functions. They will shift their train into the proper order, shift PCA, and head north to set off cars at Port Clinton and then proceed to Tamaqua where they will call it a night.

20:30 means that the final RBMN crew of the day will start their day. Engineer Ed Philbin and conductor David Lapallo are signing up for the PILE. After they check in with the dispatcher they will go about their business. They will head directly to the NS Lehigh Yard to set off their interchange.

Its 21:00 and the northbound NS 12T is arriving on duty at Allentown. The crew will give the RBMN dispatcher a call to ensure they have the necessary bulletin orders. Unless the NS crew dictates otherwise, the RBMN dispatcher will have a good idea of when we can expect them to enter our property.

At 22:30 we have the final dispatcher transfer. Dispatcher Bissey will hand the railroad over to Leo Davis. This transfer is the quietest of the day as there is little crew activity compared to eight hours earlier.

The southbound NS13T crew comes on duty at 11:45 at Binghamton, New York. They will also give the RBMN dispatcher a call to check in and give the dispatcher a good idea of what stands between them and their arrival onto RBMN at Dupont.

So that is where we leave off this day in the life. This is a typical day, although there are never, ever two days alike on the railroad. ♦



LGSR train boarding for the 13:00 trip.

All Aboard!

A Day on the Lehigh Gorge Scenic Railway!

BY: GERRY FEISSNER, MANAGER OF PASSENGER OPERATIONS

The Lehigh Gorge Scenic Railway (LGSR) starts the passenger season in late May. During the summer months the LGSR operates an extended schedule which includes trips on Thursdays and Fridays as well as a late afternoon trip in addition to regularly scheduled trips.

Thursday, August 14 is just like any other summer day.

Ray Zweizig, Manager of Passenger Services, and I arrive in Jim Thorpe at 08:30.

Our personnel starts their day at 09:00 when the ticket agent, car hosts and train crew all report for duty.

Ticket agent Angela Potts walks around the ticket booth as one of her first duties to make sure the area is in order and free of trash.

Conductor Bill Bubeck calls in to the dispatcher to check in and ensure he has the proper paperwork. Engineer Ryan Lamm gets the locomotive started up.

At 09:15 the managers, train crew and car hosts do a job briefing to go over what is planned for the day. Immediately following the job briefing car hosts Bill Soloman, Kasey Herman, Dave Hafer and Dan Rawleigh will walk through all of the coaches to be sure they are free of trash and all windows are clean.

The ticket booth open for business promptly at 09:30. Meanwhile the train crew gets the consist ready and will get the train staged at the station at 09:45.

Boarding of the train begins at 10:30.

Right on time at 11:00 the first train of the day departs the station. The train travels through the Lehigh Gorge and reaches the destination of Old Penn Haven in about 35 minutes. The locomotive will run around the consist and shortly thereafter it is on its way back to the Jim Thorpe station.

Upon arrival at the station at 12:15 the locomotive will again run around the train and be ready for boarding. We will repeat this same cycle three more times for the 13:00, 15:00 and 16:30 trip.

Once the 16:30 trip leaves the ticket agent reports on how many passengers rode our trains today; on this day it was nearly 600 people.

By 18:00 the conductor, engineer and car hosts will have the train put away and our day will come to a close. Tomorrow it will start all over again.

We watched downtown Jim Thorpe come alive through the course of the day and then activity started to dwindle in late afternoon. We got to see many new faces during the course of each day as our passengers come from various places to visit Jim Thorpe. One of the greatest rewards for all of us is to see the look on the faces of the children as they experience the lovely scenery along the right of way.

Today was another successful day. The LGSR offers a great experience for the hundreds of thousands of people that visit Jim Thorpe each year. We strive to give them a quality experience that will generate memories that will last a lifetime. ♦



LGSR train entering the Lehigh Gorge State Park at Glen Onoko.

Signal Department Snapshot

BY: JONATHAN BARKET, AVP SIGNALS & COMMUNICATION

Here at the Reading and Northern Railroad the Communication and Signal Department works behind the scenes each and every day to keep the railroad running like a properly oiled machine.

When the Maintenance of Way Department is working on track, whether it be near a railroad crossing, or within signaled territory, specific needs are required to keep the employees, contractors, and the general public safe while the maintenance is taking place. If, for say, the work is being done near or at a crossing, we must put measures in place to be sure the crossing does not impact motorists by being activated for extended periods of time when there is no need. These daily requirements can change abruptly depending on what happens in the prior twenty-four hours.

On August 14th our day started bright and early at 7:00 in the morning, reviewing what the MOW Department would require today from the C&S Department. At this point, MOW requests to work near six crossings. Around 9:00, we began to take care of the requests by first contacting our dispatcher to verify location of trains and get the requested crossings listed as out of service. At that time, we were able to disable the crossing protection and allow the work to proceed without interrupting vehicular traffic. Meanwhile, an additional request came in to remove Dupont interlocking from service in Pittston, Pennsylvania. This work is being completed by an outside contractor as a production gang. The work that the MOW contractor is doing (installing ties, tamping, and regulating) is extremely unforgiving on our wires that enables all of our systems to operate. As this project continued throughout the day, two signal employees, Victor Gavinski and Edward Kopeck, followed closely behind to keep up with the production gang making all necessary repairs.

At the same time, two other signal employees, Dave Hutton and Jonathan Barket, continued to install cable and a cantilever signal foundation at a new interlocking installation in the area of Glen Onoko designated "Coal." An interlocking is a location that is a series of signals and switches that are controlled by the train dispatcher. At this location, over 2,000 feet of cable was installed for power along with the

already installed roughly 3,000 feet of vital signal cable. For this project, the backhoe was hard at work while signal employees continued to unspool the wire into the ditch, covering the location with warning tape to protect the cable from any future excavation. As the cable was being installed, the bridges and structures department within MOW poured the necessary concrete into the customized form for a repurposed, nearly 12,000 pound steel signal cantilever.

Every thirty days, all crossing and signal locations need to be inspected. Every year, we complete over 1,300 crossing tests, 300 signal tests, over 30 relay tests, and nearly 20 cable tests. These tests are required to keep all locations working safely and include checking batteries, track conditions, wire conditions and connections, and operation of the gates and lights at each location. This day, a total of five crossing tests were completed in the town of Leesport, Pennsylvania by our 5th signal employee, Darnell Young.

Our 6th and final signal department employee, Matt Collins, was sent out to Moline Il. to inspect a possible large bucket truck purchase to aid in signal installations and maintenance along with signal open pole line repairs and pole replacement.

At the end of the day, MOW contractors were wrapping up around 19:00. At this time, our work was far from over, as Victor and Edward continued to finish repairs on the track that was worked on as well as inspect switches that are tied into the signal system. After all the necessary repairs were made around 20:00, we placed the crossings back in service, and verified that everything was working correctly for evening train traffic.

Throughout the day in the life of a Communication and Signal department employee, we are faced with numerous issues and problems that must be solved to keep the railroad both safe and efficient. Working with the other departments is vital and communication is key to keep every day flowing smoothly and allow for the required work to be completed. However, every day is a brand new adventure with new obstacles and problems to overcome. ♦



Dave Hutton working with PT-1 installing roughly 2000' of power cable at a new interlocking location "Coal" at Glen Onoko in Jim Thorpe.



2000' of power cable installed and awaiting backfill at a new interlocking location "Coal" at Glen Onoko in Jim Thorpe.



Dave Hutton working with PT-1 to install roughly 2000' of power cable at a new interlocking location "Coal" at Glen Onoko in Jim Thorpe.



Darnell Young completing a federally mandated monthly crossing test at Wall Street in Leesport, Pennsylvania.

A DAY IN THE ENGINE HOUSE

BY: STEVE BALTHASER, VP FACILITIES MANAGEMENT



Dave Evely performing 92 day inspection on RBMN 3052.

A usual day in the Engine House starts at 7:00 AM. Every morning Dusty Berndt, AVP Locomotives, reviews all the engine reports that are received via email and written forms. After sifting through the many reports received this particular morning, work is delegated to Engine House personnel according to priority of repairs. Today, the locomotives that are placed for immediate attention are RBMN 2003, 2530, 2533, and 5049.

Based off of information on these reports, electrician Joe Zimmerman repairs ditch lights on RBMN 2003, a six axle EMD, and checks RBMN 2530, a four axle EMD for loading problems. Repairs are made to these locomotives and once completed, Joe moves inside the Engine House to do his routine electrical maintenance to RBMN 5049, a six axle EMD, such as checking lights, checking generators for preventative maintenance items, and checking the traction motors to keep them in the best shape possible.

Once the high priority repairs are completed, the crews return to their routine maintenance such as implementation of needed repairs and performing "92 Day" inspections. The "92 Day" inspections, as the name implies, are routinely executed according to FRA rules ensuring that all locomotives run safely and efficiently. All necessary repairs and upgrades are incorporated into the inspection process when possible.

This day Dave Evely is working on the 92 day inspections for RBMN 5049, a six axle EMD, after beginning his day at 6:30 AM. Our newest mechanic Nate Billet-Diaz is working on the undercarriage of RBMN 5049 to change oils and perform wheel inspections all the while repairing items even as small as loose bolts and stick lubers which help lower the wheel wear on our engines.

Adam Stump and Dan Puksar are both working on the beginning of repairs to RBMN 2533, a four axle sister to the RBMN 2530. They have jacked up the rear of the locomotive to be able to weld the center bolster and truck frame to eliminate wear. The RBMN 2533 is new to the fleet and gets a complete physical before going into service. Many inspections and necessary repairs are done to insure trouble free service. The recently purchased RBMN 2533 along with her three siblings all get the same quality care before placement into service.

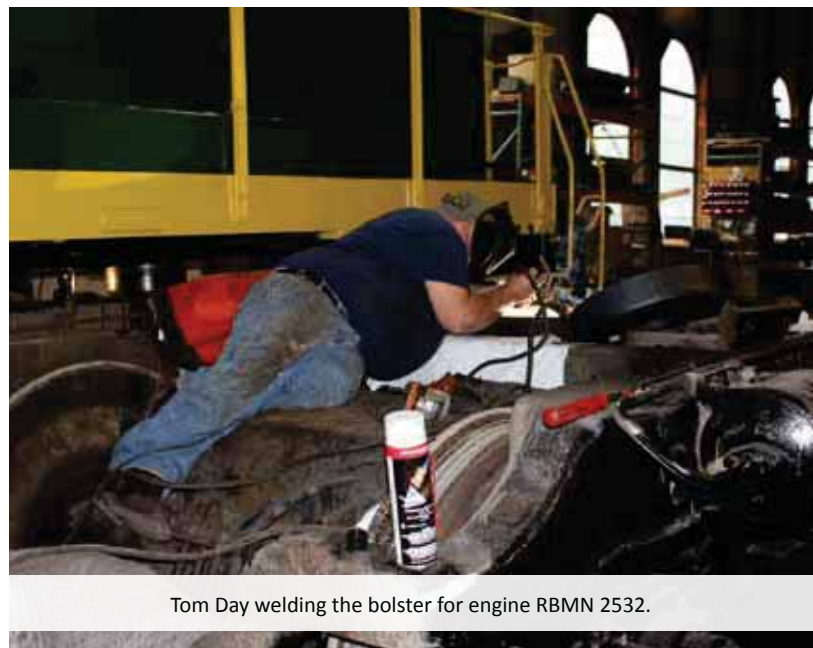
At 3:30 PM the Engine House is finished for the day. The mechanics proudly look forward to another day of making all the locomotives dependable for the Reading and Northern Railroad and Lehigh Scenic Gorge Railway. ♦



Mechanic Ernie Henritzky cleaning up at the end of the day.



Adam Stump welds an engine plow part.



Tom Day welding the bolster for engine RBMN 2532.



John Dubick opening a covered hopper gate with a power door opener.



Ray Schwenk and Benjamin Balthaser preparing for a scrap metal run.



Chris Seligman performing an air test on an open top hopper car.



Jim Somers welding an RBMN open top hopper car.

A DAY IN THE CAR SHOP

BY: STEVE BALTHASER, VP FACILITIES MANAGEMENT

A day in the Car Shop begins at 7:00 AM, with Tom Stemko, Shop Foreman, checking his email for any new issues or field repairs that may need immediate attention. Soon afterwards, a daily meeting is held in which job briefing and delegation of responsibilities is assigned for the day. Of course the day's priorities can change at any given time as the day evolves. But, as you know, that's all part of the job.

Mechanically, there is always work to be done. On this day, a covered hopper RBMN 9989 demands some attention with the mechanical operation of its doors, which are not functioning properly.

The turntable is another task that required attention. Recently, two motors were removed and were sent out to be rebuilt. The rebuilding of the motors was quick, and one motor has already been re-installed. Throughout this day, the responsibility of finishing the installation of the second motor is a top priority.

As always a few projects emerge throughout the day. There was the task of getting an approximate weight on several wheel sets. After shifting the

wheels around, a welding project surfaced and had to be fulfilled for the MOW Department. Also, a signal tower being repaired in the shop for the Signals Department needed to be finished. Both projects were completed and out the door for the MOW Department's piece to a track gang, and to the signal bridge to the painters.

Speaking of painting, this summer the Reading and Northern Railroad has had a full agenda of rehabbing all types of cars in the fleet. This day being no exception, welding, fabricating, and making any repairs needed on cars to keep the painters going are made in a timely fashion. This makes for a very busy day for all in the Car Shop.

At the end of the day, a typical day in the Car Shop is sometimes not so typical. New issues constantly arise but through it all, daily projects and responsibilities need to be resolved with the upmost excellence. All this could not be accomplished without the supervision and guidance from the skillful and dedicated Car Shop crew. ♦

August is Painting Time!

BY: STEVE BALTHASER, VP FACILITIES MANAGEMENT



Robert Miller line striping engine RBMN 2532.

It is warm weather this time of year and that means painting is in full swing. Every year the Reading and Northern Railroad commits to painting as many cars, building, equipment, etc. as possible on days with temperatures above fifty degrees. Rule Number 1 – Andy Muller likes things looking good at the Reading and Northern Railroad.

The day starts at 7:00 AM for the six painters working in Port Clinton. Crew leader Raymond Adams assigns each painter his task. On any given day there are usually four different projects under way, all are located throughout the Port Clinton Yards today. The projects include two engines, a covered hopper, and the turntable north of Broad Street.

Two men are striping and lettering the engine RBMN 2532 which was just painted several days ago. This entails numbering, taping and painting lines on the engine's nose and painting our logo on the sides. After completion, the engine is ready for returning to service. It has taken five days from start to finish, using 8 ½ gals of paint to give the RBMN 2532 a new look.

Two other men are sanding the RBMN 2531 to prep it to be painted the following day. This is the last day of a process that usually takes two days- sanding, pressure washing, and wiping down the entire engine. Taping will be the final step taking place later in the day and it will be ready for paint tomorrow.

Another painter is stenciling road marks and numbers on the RBMN 9985, a covered hopper. This car had been painted the day before and was placed on the lead track for today's work. The stenciling will take about four hours. He will then finish the day prepping the turntable with a person who has already been working on it since 7:00 AM.

As you can see a lot of work goes on every day. This is a typical scenario of the annual painting season that takes place every year, thus, fulfilling Mr. Muller's desire to keep everything not only working, but also looking good at the Reading and Northern Railroad. ♦

SAFETY

A DISPATCHER'S PERSPECTIVE

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

Dispatchers are a unique group of individuals within our organization. Their job is one of the most safety sensitive on the railroad and they have a broad range of responsibilities which requires great concentration, vigilance, and good communication skills.

They are not just responsible for whereabouts of train crews, but they also must accommodate various departments as we maintain tracks and right of ways through nine counties. The dispatchers are responsible for coordinating with MOW workers, signal maintainers, mechanical personnel, real estate inspectors, railroad police, and dispatchers from connecting railroads. They communicate with the traffic team to ensure we are meeting the customer's needs. They also field calls from various county 911 centers.

In order to communicate with all these folks our dispatchers maintain various means of communication. Dispatchers have a radio system with seventeen radio bases that provide coverage to 95% of the system. They also have three phone lines - one for direct inter office calls, one standard phone line, and a red phone for all inbound emergency calls. Additionally, of course, they have a door to their office so anyone can walk in to discuss their needs.

Training is a key part of becoming a dispatcher. They need to be fluent in the operating rules, and they must also know the Roadway Worker rules. They must be qualified on the entire railroad system. They must learn how to work the dispatching system so they can give trains and

individuals authority to occupy the railroad. They must learn the railcar traffic system so that we can keep the railroad operating around the clock. They must also be qualified on the physical characteristics of each line on railroad. All of our dispatchers started their careers in the Operations Department which gives them an advantage on how the railroad operates from the field perspective.

Technology over the last few decades has helped dispatchers ensure safe operations. The dispatcher's computer system is a state of the art system and has many failsafe functions that prevent overlapping authorities. Our wayside signal system also has similar failsafe features.

Each dispatcher works an eight hour shift. At the end of the shift the dispatcher must hand the railroad off to his relief. The dispatcher reviews the state of the railroad and goes over the key items to ensure a seamless transfer. During transfer time the dispatchers will only answer emergency calls as it is imperative that nothing is missed during the handoff so the radio will generally be silent for ten to fifteen minutes.

As you can imagine it can be an intense undertaking to keep track of all the various jobs happening on the railroad at once. Of course, there are many unplanned events that can happen through the course of the day which can cause disruptions. Staying focused on vital issues can be challenging at times but they must keep their cool.

Our dispatchers do an excellent job running a safe and efficient operation that we can all be proud of. ♦



Dispatcher Leo Davis is in charge late in the day on August 14th.

TRAFFIC DEPARTMENT

A DAY IN THE LIFE

BY: DAREN GESCHWINDT, AVP MERCHANDISE TRAFFIC

On the General Merchandise side of the Traffic Department most days begin the same way, and August 14th was no different. There are three customer service managers who handle general merchandise traffic. Their schedules are staggered so that we can provide customer service coverage from 8:00 AM to 5:30 PM each day.

Stan Burczy started his day at 8:00 AM by reviewing the interchanges that were received overnight from Norfolk Southern and the Lehigh Railway. Each consist is reviewed to ensure that the cars were entered into our system, and that all of the information is correct. Once this is completed he then enters the data into the interchange report, which is a report that shows how many cars were received for each customer each day.

When Chris Driesbach arrived at 8:30 AM, one of his first duties was to compile the pipeline report. The pipeline report is a report that is generated each morning showing the cars that are en route. Chris takes the raw pipeline feed, and refines it to show the cars that will be arriving in interchange within the next two days.

Chris' primary focus is the management of our Transload facilities. Each morning he checks what service will be required at the Pittston frac sand terminal and processes the paperwork. Upon receiving the information from the customer he updates the crew instructions and sends the information to the Pittston yard crew, which shifts the sand terminal. In addition to the sand terminal, Chris also manages our aluminum Transload terminals at Cressona and Penobscot. On Thursday August 14 our crew loaded three boxcars at the Cressona Transload for shipment to SAPA. Chris coordinated with the Transload operators, Brad Handling and Albert Seiler, to create the necessary paperwork for the shipments. Upon receiving notice that the cars were loaded, he created the Bill of Ladings (BOIs) for each car, and emailed them to both the customer and the broker. After creating the BOIs he then updated the yard inventory, to reflect the change in status for the material and to mark the storage locations as open to accept a new inbound shipment.

When Susan Ludwig arrived in the morning she reviewed all pending shift request paperwork that was sent in overnight. After processing customer requests, Susan normally focuses on various Traffic Reports. On Thursday her main focus was our "Car Hire Report." This is a report that looks at the amount of car hire that we were charged for cars and analyzes the amount of time that it took for us to move cars from the interchange to the customer, and then from the customer back to the interchange.

Throughout the day, all of the Traffic Department managers fielded calls from customers for various topics, including calls to trace cars on our railroad, questions regarding shift requests, and inquiries to determine when cars will be received in interchange from Norfolk Southern.

We also received and processed car releases and shift requests for shifts to be performed the following day.

In the afternoon, each manager enters the shift requests pertaining to their customers into the work orders for the following day. A work order is a document that is provided to the train crew, which shows all work that the crew needs to do throughout the day. This includes cars that have been released by the customers, new cars to be placed at the customer's facility, and any cars that might need to be reported.

As the afternoon progressed, the completed work orders and wheelages for Thursday's work were received from the train crews showing that the work was completed. As paperwork was received, Chris enters the information into our database to update the status of each car, and to document the arrival time for each customer for our on-time performance statistics. After 5:00 PM Susan took over these duties, and provided phone coverage for any late afternoon customer calls until 5:30 PM.

As you can see, the Traffic Department is a vital link between the customers and train crews that serve them. The most significant role of the Traffic Department is to provide good communication with our customers and collect information from them to determine the service that is required. This information is then passed on to the Operations Department. It is through this communication that we are able to function together to provide quality service to our customers. ♦



Daren Geschwindt and Susan Ludwig review traffic charts.



Customer Service Manager Stan Burczy processes a customer's service request.



Beverly Hess tracing offline cars on the day of August 14th.

BEHIND THE SCENES

Human Resources

Christina Muller-Levan and Crystal Arndt coordinate all human resources for the Reading and Northern Railroad. Their responsibilities include all hiring, managing personnel benefits, and taking care of personnel issues.

Real Estate

The Real Estate Department may be small but it certainly is mighty! This department manages the property for our 350 miles of track and everything that would impact the land surrounding our tracks. Frances Karycki and Jolene Busher manage all railroad documents, property maps, and utility company coordination.

Information Technology (IT)

If you spent the day in Port Clinton, there is one person who you would hear asked for the most, and you can bet it is because a computer or phone is not working properly. Mario Carannante handles all of our IT programming from office computers to security cameras not only at our Port Clinton office but at all satellite locations as well.

Finance

The Finance department of the Reading and Northern Railroad is comprised of multiple focuses including General Accounting, Payroll, Accounts Payable/Receivable, and Purchasing. This department is made up of six employees who manage all financial functions of the Railroad and its sister companies. They are - Andrea Coller, VP Finance; Katie Bonner, Purchasing Agent; Diane Leiby, Payroll Manager; Liz Neifert, Accounts Receivable Manager; Phil Geschwindt, AVP Accounting and Denise Kascur, Accounts Payable Clerk. Part of our daily tasks are to control expenditures (including operating expenses, debt, and payroll), process accounts payable invoices, receive and deposit all revenues, internal and external reporting or financial activity, and assistance in providing information for outside audits.

Reception

If you stop by the Port Clinton headquarters, you are going to receive a warm welcome from Renee Sheriff. Renee is our Receptionist and makes sure all phone calls are directed to the correct department and keeps all of our visitors happy and safe while touring the facility!

Marketing and Sales

As Executive Vice President Marketing and Sales, Dan Gilchrist coordinates pricing and customer service with the coal group, Traffic Department and business development. Dennis Shaffer, VP Business Development works with both current and prospective customers to find new business to put on the railroad.



Crystal Arndt and Christina Muller-Levan at work in the Human Resources office.



Jolene Busher and Frances Karycki preparing a new real estate lease.



Mario Carannante updating our server at the Port Clinton offices.



Elizabeth Neifert, Phil Geschwindt, and Denise Kascur gather to discuss finances.



Renee Sheriff handling an incoming call on August 14.



Dan Gilchrist, Executive Vice President Marketing and Sales, working on new marketing strategies at his desk on the afternoon of August 14.

A Day in the Life as a RBMN Railroad Police Officer

BY: LIEUTENANT MATT JOHNSON, AVP COMMUNITY AFFAIRS



New Police Office located at the corner of Rte. 61 and Rolling Mill Rd. in Molino, Pennsylvania.



Beckville Rd. RR Crossing Lt. Johnson and Officer Fredmski make cold patch repairs to pot holes.



Beckville Rd. RR Crossing Officer Painter directs traffic for the crossing repairs.

Working on this day were Lt. Johnson, Officer Painter, and Officer Fredmski. This day started with a meeting at our newly located office at 8:30 AM in the morning. Here we caught up on reports, citations and charges that needed to be filed, and any messages, requests, or complaints that may have been received from the previous day. We then gathered our gear for the day which included our radios, bulletproof vests, reflective vests, hammers, signs, nails, tools, cold patch, and our ATV.

Our first stop of the day was at our Beckville Road crossing to cold patch potholes that opened up at this location. Lt. Johnson and Officer Fredmski made the cold patch repairs while Officer Painter directed traffic. After cold patching was done, it was time to go out patrolling. We took our ATV and focused on our C&H Running Track between McAdoo and Hazleton for ATV trespassers. This is one of our highest trespassed areas. ATVs are very destructive on the ballast stone along the tracks causing it to erode away compromising the track structure. All railroads in the state are private property and we spread this message to everyone we come in contact with. On this day no ATVs were caught riding along the tracks. What we did find however, were two vandalized signs. This has become a common problem. Lt. Johnson and Officer Fredmski replaced the damaged poles and signs.

Shortly after leaving the C&H running track a call was received from our train dispatcher that the train crew had reported surveyors trespassing on our Main Line track in the Mohrsville area as they passed by. All pertinent information was obtained and we started making our way to the location. It was going to be forty-five minutes until we arrived on location. When we did arrive in Mohrsville the surveyors were still there and Officer Painter was able to make contact with them and gather their information.



C & H Branch Lt. Johnson and Officer Painter get ready for ATV patrol.



C & H Branch Lt Johnson & Officer Painter located two vandalized No Trespassing signs.

After clearing up with this incident, we posted no parking signs on our newly leased Pottsville City track. This track runs behind the Kentucky Fried Chicken in Pottsville up to the Union Station. The newly posted no parking signs will keep this track open for train clearances. As we returned to the office, Officer Painter had a chance to process some evidence for fingerprints before his shift was over. While duties and calls we receive can vary greatly from day to day as in most police officer's jobs, this article does serve to provide a little insight as to what a day being a Reading and Northern Railroad police officer can be like. ♦



C & H Branch Lt Johnson and Officer Fredmonski repost the damaged No Trespassing signs.



Main Line Mohrsville Officer Painter responding to a report of surveyors trespassing on RR property.

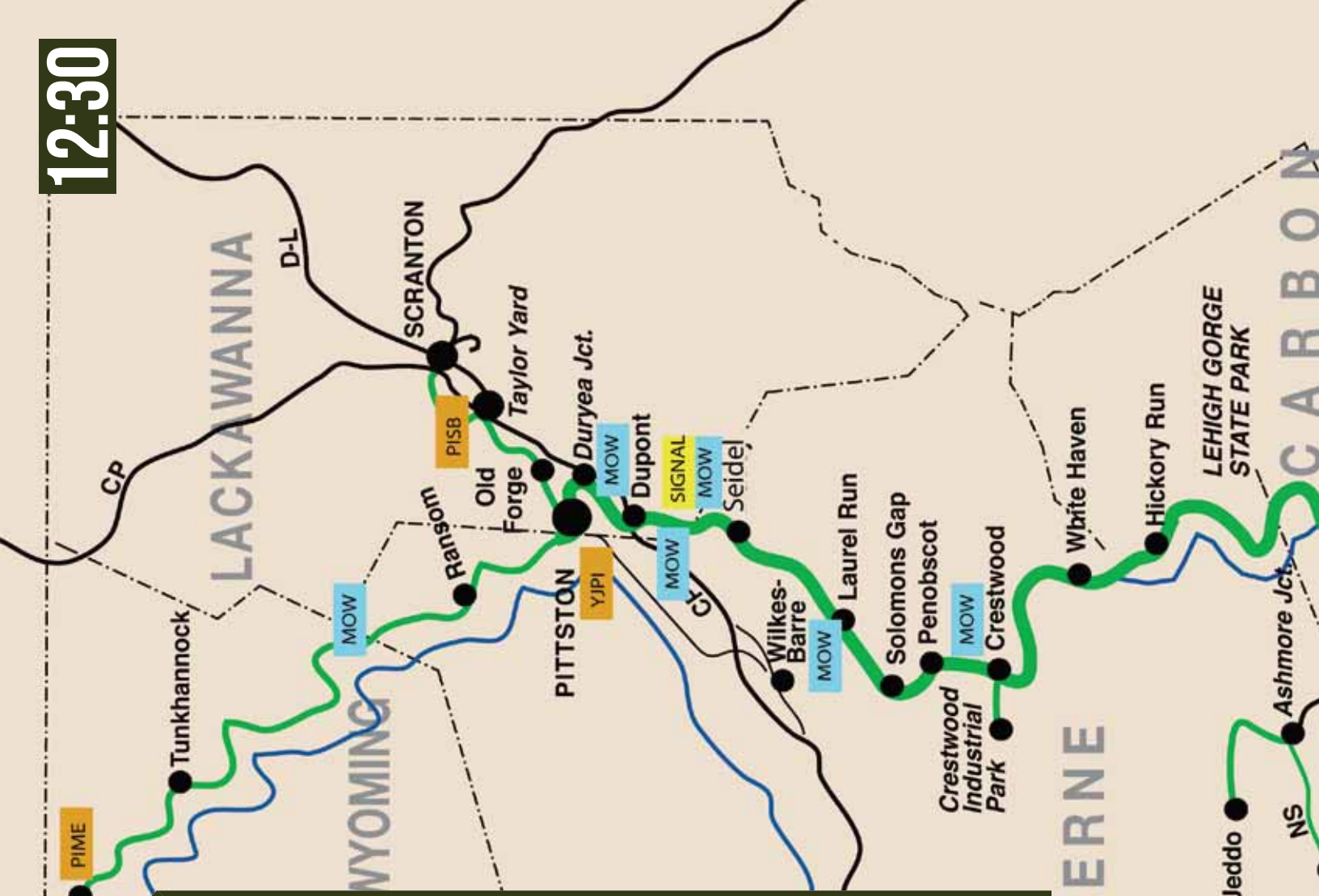


Lt. Johnson posting No Parking signs on the newly leased Pottsville City Track at Union Station.

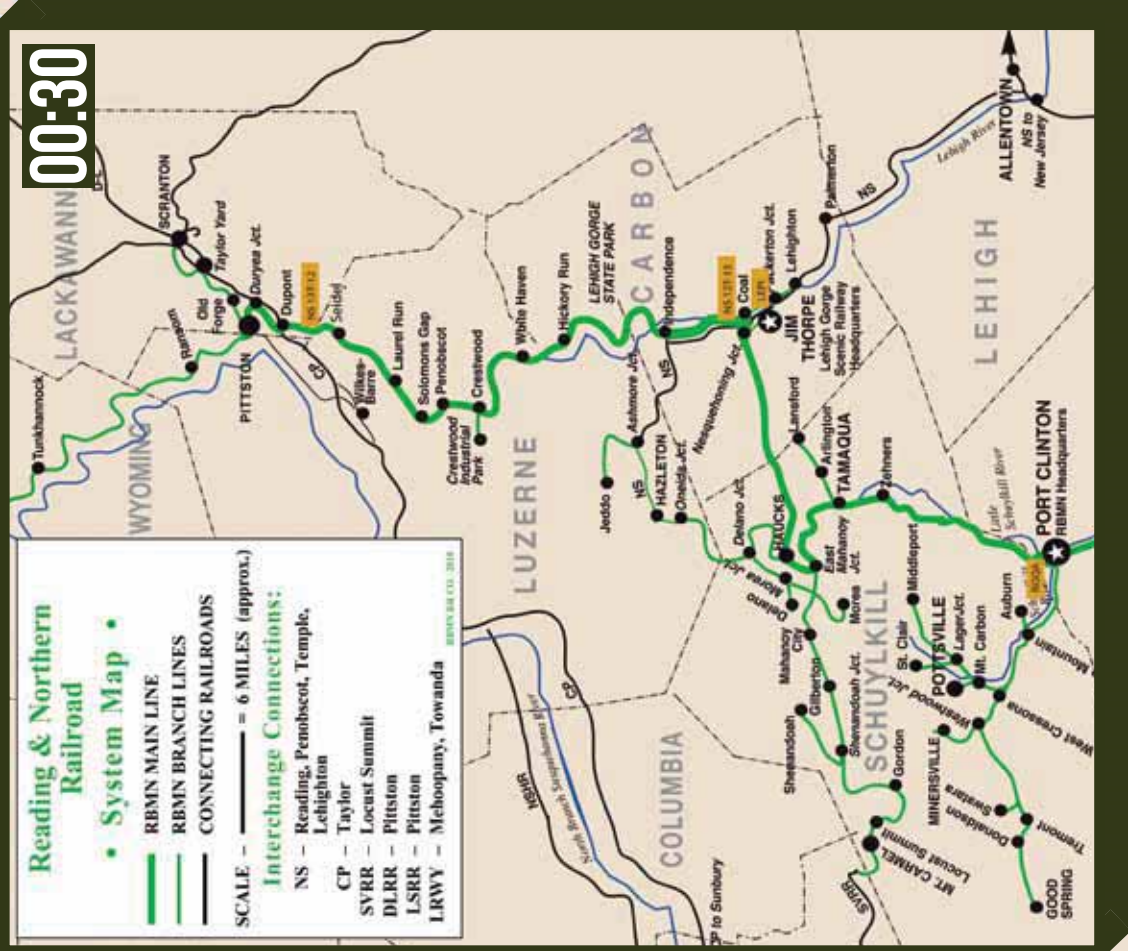


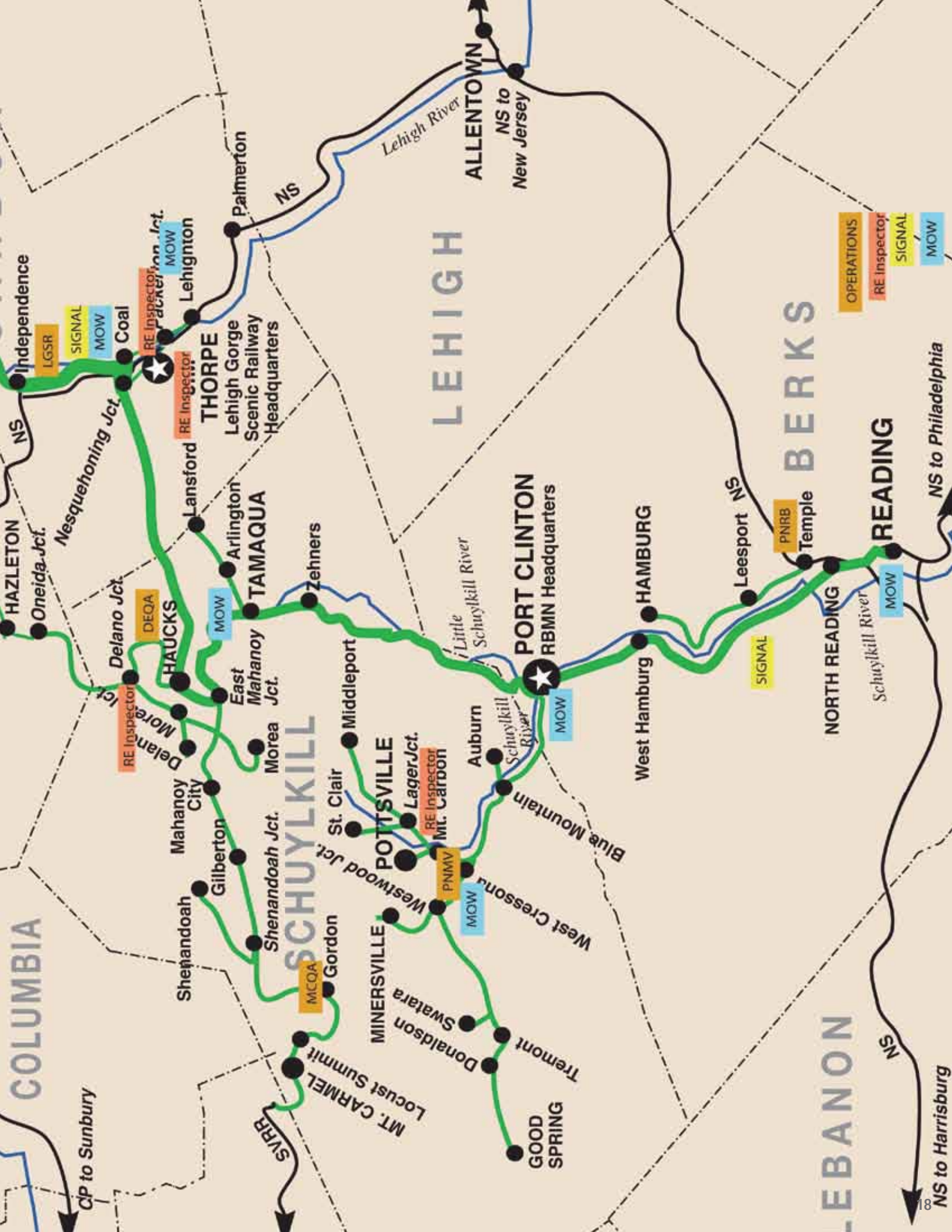
Officer Painter processes spray cans for fingerprints found near RBMN cars recently sprayed with graffiti.

12:30



00:30







Kat Hummel examines an injured fawn.

A Day in the Life at Red Creek Wildlife Center

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR

One wonderful aspect of being a wildlife rehabilitator is that every day is different. The daily routine varies with the time of year and the patients we are caring for, and can change in an instant if a new critical patient arrives.

A typical day begins early as the staff and volunteers arrive at Red Creek. Critical patients and babies are checked, and new patients from the previous evening are reviewed. The baby birds in the first incubator begin begging-chirps for food as soon as the lights are turned on. Their half hour feeding cycle begins immediately and will continue throughout the daylight hours.

Assignments are given as to who will answer the phones, feed baby birds, feed baby mammals, and who will begin the daily cleaning of individual animals that are here long-term. A large white-board hangs prominently and is outlined with the hours of the day. There we schedule medication times and each feeding for the baby animals.

Nestling baby birds need to be hand fed every fifteen to thirty minutes. Feeding begins when they wake at first-light and end when the sun goes down. Their care is intensive but does not continue into the night. Mammals, however, need constant care and continuous feedings. A neonatal baby mammal, such as a squirrel, raccoon or mink must be fed every two to four hours around the clock.

Such a schedule is the cause of burnout for many rehabilitators and is one of several reasons that rehabilitators are scarce throughout the state. Red Creek is fortunate that we have the manpower to keep this schedule without undermining the health of the animals or their caretakers.

Today began no differently except that it started with both sorrow, and a blessing. Sadly, a baby squirrel had passed during the night from its injuries. Happily, an adult male robin that had been admitted the night before had made a wonderful recovery. Having flown into a window and knocking itself senseless, a night of protective rest was all it needed. Greg gently cupped it in his hands, carried it outside and released it into the air.

By mid-morning, the phone was busy. We received several reports of a fawn hit by a car, the Reading police had cornered an injured hawk, and two separate individuals were in possession of injured bunnies from a dog and a cat attack. The people with the rabbits were directed to bring the bunnies into us, the Game Commission was called to check on the deer, and volunteer Capture and Transport Specialist, Bonnie Bohnenblust, was sent to retrieve the hawk in Reading.

As everyone methodically worked through cleaning each cage and feeding every creature, telephone calls continued throughout the day. One woman

asked what to do with a foundling box-turtle that was on the road, while another was inquiring as to how the eastern screech owl fared that she brought us last month. Requests for school programs were interspersed with numerous emergency calls about displaced baby squirrels.

All work stopped momentarily as a Game Commission vehicle pulled into the driveway. In a large dog carrier laid a spotted deer the size of a Doberman pinscher, the fawn reported earlier. It was examined and moved from the vehicle. The injuries were not visibly evident, but the fawn's rear legs were weak and its demeanor suggested internal complications. We called our veterinary who agreed to see the deer after hours.

Greg Nason and Kat Hummel are full-time employees of Red Creek and have applied to become certified wildlife rehabilitators. They are part of Red Creek's succession program and helped in the development of training classes for wildlife rehabilitators. A shift overlap from two to four pm allows members of both shifts to work together. We use this time to share information. Today Greg asks me to look at a young crow that arrived in the morning. It was way too friendly. We discuss plans to integrate it with the other crows... as the calls and baby animal feeding continued.

Bonnie arrives with the hawk from Reading. It is a female juvenile red-tailed hawk with a fractured wing. We clean the wound, wrap the wing, and give the bird IV fluids and pain medication. The hawk was added to our evening veterinary appointment.

By four o'clock, the daily feeding and cleaning are complete for the day. Most of the volunteers have gone home. The evening shift continues with more phone calls, more animal intakes and, of course, continued baby feedings.

It is nine PM, and I'm driving the Pennsylvania turnpike returning home from Radnor Veterinary Hospital in Wayne. The fawn is resting comfortably in a carrier in the back and is returning to Red Creek for rest and recovery. The young hawk had remained at the hospital. Her prognosis is good. A surgical pin will be placed in the bone to stabilize the fracture. We will return in a few days to retrieve her, and within two months she should be able to fly free.

My cell rings indicating it's from Red Creek. It's Kat: iHey, everything is good here, and I'm just about done. I know you've had a long day, so I'm going to take the baby squirrels home with me. That way you can get some sleep tonight."

I have the best staff in the world! ♦

FOR IMMEDIATE RELEASE:

"The Road of Anthracite"

READING & NORTHERN RAILROAD AWARDED \$10 MILLION GRANT FOR NEW RAILROAD BRIDGE IN CARBON COUNTY

PORT CLINTON, August 18, 2014 – The Reading & Northern Railroad has been awarded a \$10 million State Capital budget grant to build a new railroad bridge over the Lehigh River near Nesquehoning in Carbon County. The project cost is in excess of \$14 million with Reading & Northern investing the balance.

The new bridge will provide Reading & Northern with an efficient and safe north/south route connecting the Philadelphia region to New England and eastern Canada. Reading & Northern will offer the use of this route to both Norfolk Southern and Canadian Pacific railroads; both of whom already use part of the Reading & Northern's mainline track today.

According to Andrew Muller, Jr., owner and CEO of the railroad, this Bridge will enable Reading & Northern to provide improved service to dozens of its existing customers. It will be the fastest and most economical route into the Marcellus Shale territory in northeast Pennsylvania, and it will assist in the development of the Port of Philadelphia allowing unit trains of double-stack intermodal containers to flow in and out of the Port of Philadelphia to points in the northeastern United States and Canada.

Muller said other public benefits would result from this project by keeping heavy trucks off Pennsylvania roads, improving highway safety, congestion mitigation and air quality, while reducing highway wear and tear and fuel usage. He noted that rail is three times more fuel-efficient than trucks.

Under the terms of the August 15 grant, the State funds will be made available over two fiscal years; 2014 and 2015; \$5,000,000 will be released each year.

Muller noted that over \$6 million of domestically manufactured materials would be produced for this bridge. During the 18-month construction period 140 direct jobs will be created plus numerous indirect jobs created by the producers of purchased materials.

Mr. Muller said, "This grant would not have happened without the support of Governor Tom Corbett, Transportation Secretary Barry Schoch, and dozens of state and federal elected officials. I want to publicly thank Senators Joseph Scarnati, David Argall, John Yudichak, Pat Browne and John Rafferty; State Representatives Mike Carroll, Doyle Heffley, Jerry Knowles and Mike Tobash; Congressmen Lou Barletta and Charlie Dent, and all of the County Commissioners in Carbon and Berks Counties."



"I have been working for almost two decades to bring this bridge and resulting new route to fruition. This bridge will enable us to better serve our customers and it will bring economic development and jobs to northeastern Pennsylvania. We are proud to work with PennDOT and our elected officials in bringing this important project to fruition."

Reading & Northern is the largest privately owned railroad in the Commonwealth. It operates a 320-mile regional rail system in nine counties in eastern Pennsylvania and employs over 180 employees at the railroad and related businesses. In 2013 over 85,000 carloads moved over Reading & Northern railroad lines. ♦

A Glimpse of a Day in the Life



BY: ERIK YODER AVP OF MAINTENANCE OF WAY

Often it is difficult to explain what really happens day to day in the Maintenance of Way Department. While it typically includes repairing track and planning for future work, the MOW work day can change at any time to respond to emergency repair work or to assist other departments with projects that affect nearby track. It was quite revealing when I logged the day for this article to depict a “day in the life.” The day can be long and packed with phone calls to keep coordinating the work in the field with the various changes that happen throughout the day. The recent issue of the R&N Magazine showcased the Maintenance of Way Department and the ability to adapt over the years. This ability to adapt to change is not only in the long term life of the MOW Department but also a daily reality that keeps everyone moving and getting the job done.

6:30 AM

Text message arrives about one Maintenance of Way employee with the stomach bug unable to report for duty. The schedule from the previous day is adjusted and calls are made to the different crew foremen and affected work crews. All men are informed of the changes and the day has begun. Quick shower and breakfast then heading in to work.

7:00 AM

MOW has five reporting locations for men, trucks, materials, and tools. The locations are our Headquarters at Port Clinton, Tamaqua, Jim Thorpe, Penobscot, and Pittston. The men quickly gather the required items for the day, load them in the trucks, and get ready to work. RBMN uses our gangs in groups typically not exceeding four men. Many jobs are easily handled with a crew of this size, so we can maximize the amount of work completed in a day. There are times when we join groups of four to tackle larger jobs.

On the schedule today are fifteen different jobs across the railroad. The scheduled rail change at Milepost (MP) 152 will need to be postponed due to our welder out sick. Those men are reassigned to assist the ballast train at Penobscot. The MOW gang will need to meet up with the train at 9 AM to move into position.

We are currently using three different contractors to work at four different locations along our railroad. GWPeoples has a tie gang working on replacing ties on #1 track near Pittston as part of a grant project with Air Products. The second gang, working on joint elimination via crop and slide, is GWPeoples working on #2 track near Penobscot. The second contractor is Asplundh working on #2 track between MP 175.5 – 174 to clear brush along the railroad. The third contractor is W.E. Yoder working on tie replacement on the Lehigh Branch.

The Tamper gang is mobilizing equipment to continue surfacing our track due to tie replacement completed by GWPeoples. They are working north of the tie work on #1 track tamping the track that was recently disturbed due to track work. Tamping the track as soon as ties are replaced is important to prevent heat kinks from occurring due to summer heat. Three men have left Port Clinton to finish cleaning up the worksite at Coal MP 121.3. The previous day was spent pouring concrete into a form for a new cantilever base. This work is being completed in tandem with the Signal Department as they continue to install a new signal at this location. MOW has also provided a backhoe to help dig and backfill the ditch for the cantilever base as well as dig the 2,000 foot ditch to run the cable for powering the signal and switch.

Our prentice truck is moving to assist with picking up rail at Penobscot to prep for the rail change at MP 152. Once completed, the prentice truck will move onto assisting the work at Coal since welding at MP 152 will need to be postponed.

Another crew out of Port Clinton is mobilizing to North Reading Yard MP 62 to continue construction of track 4. MOW forces have been busy all summer working on this construction project. Once completed, the Operations Department will be able to utilize another long storage track in our busy North Reading Yard.

RBMN has two full time backhoe contractors working on all the various projects that MOW has planned. Today, one backhoe is assisting the Signal Department to ditch along the railroad for the new signal cable installation. The other backhoe is working on brush issues on the Susquehanna Branch.

Also on schedule are our two full time track inspectors traveling around the work zones to inspect track. Both inspectors run across all our tracks each month, many of the tracks weekly, to keep an eye on track condition. Each track inspector also adjusts the weekly schedule of inspections to work around the track repairs occurring each day.

8:30 AM

MOW management arrives at Port Clinton Headquarters to “officially” begin the day. A quick meeting on what is currently occurring with the workers and what changes are needed set the tone for what will be happening that day. Other plans for the day are discussed. Discussion on future plans keep the work in the field supplied with materials and equipment to keep the trains on track.

9:00 AM

Our contractor, GWPeoples, started warming up machines and mobilizing from a nearby siding at MP 171 to continue tie work on #1 track at MP 172.9. The tie work at this location requires multiple passes to prevent the curve from moving due to summer heat. This requires the gang to replace every third tie marked through a curve and then start at the beginning of the curve again and replace every second marked tie until all ties marked for replacement are completed in the curve. If the weather is hot enough this can sometimes require four passes over a curve to replace all the ties marked. This is a critical decision to be made on the job to prevent a curve from becoming impassable.

A second gang from GWPeoples continued the crop and weld program at MP 153. They are about 280 welds into the 850 welds identified in the scope of work. The RBMN MOW worker on site needs to coordinate that enough rail plugs are available for the flash butt welding truck to continue to eliminate joints. He is also looking to make sure the finished welds meet the RBMN standards as well as return the track back to service by the end of the day.

W.E.Yoder is mobilizing his gang to replace ties on our Lehigh Branch near Jim Thorpe.



Josh Rodney dumping ballast, with the assistance of the work train provided by operations, on the shoulders of #1 track between MP 166 – 164.1.

Brendle Stufflet finishes backfilling around the new cantilever base at MP 124.77 Coal and continues to clean up the access fill along the track.



Tamper 1 and crew (Matt Mizikoski, Nick Alberswerth, Ryan Rupprecht) head out to tamp Main Line #1 track between MP 175.5 – 174.6



Final stages of clean up and backfill around a newly constructed cantilever base at MP 124.77 Coal to install a new signal.



The flash butt welding truck with the welding unit setting up a weld on #2 track. Frank Sebelin takes the picture of the work being completed by GWPeoples.

of R&N Maintenance of Way

1 PM

2 PM

3 PM

4 PM

5 PM

6 PM

7 PM

8 PM

9 PM



Dave Hutton (Signal Department) assisting with Mario DeMarco (MOW) to remove forms on the cantilever base at MP 124.77 Coal.

W.E. Yoder loads up the new ties being laid out along the Lehighton Branch as the gang begins a tie replacement project.



One piece of equipment used in the crop and weld process used by GWPeoples to eliminate joints on #2 track. Frank Sebelin takes the picture as he keeps the gang working.



W.E. Yoder with Matt Minnich work on laying out ties on the Lehighton Branch MP 121

One more step is needed to finish off this newly flash butt welded rail.



Dave Kittner reports to a down tree blocking a train at MP 2.4 of the Minersville Branch

Today was spent laying out ties along the track for tie installation the next day. The MOW worker on site kept the contractor moving to the correct locations for the tie replacement. Also getting track by this time of day was Asplundh working on brush concerns along #2 track between MP 175.5 – 174.5. The MOW worker on site makes sure the work was completed on our right of way and kept the track clear of debris for trains. All four contractors required four different MOW workers to keep them moving on the jobs.

9:15 AM

A few calls were made in the morning to reposition rail cars in Jim Thorpe loaded with new rail. The Lehigh Gorge Scenic Railway (LGSR) was able to move coach cars in Jim Thorpe and spot two rail cars scheduled to be unloaded the next day. The location of where these cars are left is crucial to the work scheduled on the next day.

9:25 AM

Our Tamper 1 gang moved into position north of the GWP tie gang to surface #1 track behind the tie replacement. The Ballast Regulator was finishing up the final broom along #2 track between MP 173 – 169.5 to finish the remaining work on #2 track for the track to be placed back in service for trains.

9:30 AM

MOW crew coordinates meeting the train crew with the stone in Penobscot and dumped ballast at a switch requiring some surface work at MP 156. The train crew and MOW workers move to MP 164.1 and start to dump seventeen cars of ballast in preparation for the surfacing work by Tamper 1. Once the crew is completed with this work, they will be reassigned to other jobs if time remains in the work day.

10:10 AM

Prentice truck has set in the rail at MP 152. Truck is on the way to assist with clean up at Coal since the MOW crew on site is removing the forms around the concrete base. Prentice truck is also instructed to check into the spotted cars in Jim Thorpe Yard to make sure the area is ready for rail tomorrow.

10:26 AM

Rail Cars are spotted in Jim Thorpe Yard. Notified affected departments to line up for unloading to take place Friday morning. Confirmed with MOW crew working nearby to confirm the spotting of the rail cars for unloading tomorrow.

12:15 PM

Train crew reports a down tree blocking access to servicing a customer. MOW responds with locating closest respondent to handle removing the tree. A track inspector working on the Tremont Branch is close by and will respond to remove the tree.

12:42 PM

MOW arrives on scene on Minersville Branch MP 2.4 to remove the downed tree. Initial reports indicate the tree could be quickly removed. This information is passed onto the Traffic Department to notify the affected customers.

12:52 PM

Tree removed at MP 2.4 on Minersville Branch. Train crew on the move again. MOW track inspector resumes scheduled track inspections.

3:00 PM

Ballast train completed dumping ballast between MP 164.1 – 166 on #1 track. MOW crews head back to the reporting locations as the work day draws to a close.

3:42 PM

Derailment reported on Greenwood Branch MP 1.2. MOW mobilizes crews to respond to scene.

3:48 PM

Routed MOW men returning home from Ballast train to stop at Tamaqua to assist with rereiling the loaded cars.

4:00 PM

Track Condition Report identified a few locations around Port Clinton that needed some bees and hornets removed as the nests were located in close proximity to switches train crews operated. The hornets' nest and ground bees around Port Clinton tracks were identified and removed to address the Track Condition Report to keep train crews safe. Three different locations around the tracks at Port Clinton were handled by MOW.

5:01 PM

All four contractor work locations are wrapping up for the week. They are scheduled to return on Monday to continue the scope of work until completion. No reports of any track conditions due to work that would affect train movements. All is well on the different project locations.

5:38 PM

MOW crews arrive on scene at Greenwood Branch. Assessing the best way to rereile the cars.

6:21 PM

First of three cars rereiled on Greenwood Branch. Train crew and MOW crew continue to work on setting blocking and pull the cars back up onto the rail.

7:00 PM

Adjustments made on the planned work schedule and new schedule of work sent out to the MOW crews.

7:40 PM

After gathering all of the completed work from the scheduled work of the day, the information is condensed and a report of the day's accomplishments are organized and sent out to MOW Department to update them on the status of the different projects occurring across the railroad. This is a vital piece of information to keep everyone informed on what occurred and project status.

8:24 PM

Updated on the rereiling process on the Greenwood Branch. MOW crew goes home as dark sets in. Rereiling will continue tomorrow. Time to relax and get ready for the next day in the life of the MOW Department.



CNJ 113 sits in the siding with a freight train as RBMN 425 pulls alongside with a passenger train on Monday 9-1-14 (Labor Day). This scene was part of a "Photographers Special" train which ran with the two steam locomotives.

Busy Schedule Ahead for the Lehigh Gorge Scenic Railway

BY: MATTHEW FISHER, MARKETING ADMINISTRATOR

The Lehigh Gorge Scenic Railway had yet another very successful summer this year. Trains operated Thursdays through Sundays from the Fourth of July until Labor Day weekend. To take advantage of the long summer days, we added a train at 4:30 PM again this year. For the first time in our history, we had several Bike Trains. These trains ran one weekend in June, July, and August. Riders had the option of bringing their own bikes, or renting a bike through Pocono Biking. Passengers boarded the trains at Jim Thorpe, took the hour long train ride to White Haven, then biked down the trail twenty-five miles to return to Jim Thorpe. Both passengers and bike riders were delighted to have cooperation with the weather for the bike trips the entire summer season.

By the time you have read this article, our September schedule of events, a month full of special trips, will be completed. The year 2014 was one of the busiest September schedules in the history of the Lehigh Gorge. On September 1, steam engine No. 425, in conjunction with steam engine No. 113, powered the Labor Day Anthracite Express. The rail fan oriented train operated from Port Clinton to Mahanoy City Yard and return, and it attracted rail fans from all over the east coast. In early September, we ran our second and final PA Dutch Treat Train of the year. This train was a huge hit with many customers from all over the region.

On September 13, we worked with the Annville United Methodist Church to sponsor the No. 425 which ran from Port Clinton to Jim Thorpe and return. The last set of Bike Trains also ran on the weekend of September 20. To end the busy month, we ran at Borough Day on September 27 in Schuylkill Haven and on the same weekend the Greater Pittston Charity Train Ride operated from Duryea to Jim Thorpe on September 28 which attracted many riders from the Wyoming Valley. Of course, during all these special trips our regularly schedule trips operated out of Jim Thorpe every weekend in September.

October hosts many options to ride our trains. The forty-five minute trips will run into the Lehigh Gorge State Park Fridays, Saturdays, Sundays, as well as Columbus Day. These trips depart the Jim Thorpe Station every hour, on the hour, from 10:00 AM until 4:00 PM. If you are interested in a longer train ride out of Jim Thorpe, we offer the Hometown High Bridge trips that last approximately two hours. The High Bridge trains run Saturdays and Sundays in October at 10:20 am and 1:20pm. Tickets for all the Jim Thorpe-based October trips are first-come, first-serve only. So please make sure you give yourself plenty of time to get to Jim Thorpe!

In addition to our busy train schedule in Jim Thorpe, we are offering Port Clinton to Jim Thorpe diesel-pulled Autumn Leaf Excursions on October 4 and October 18. Steam Engine No. 425 will operate on the Autumn Leaf Excursions on October 11 and October 12. As in the past, these rides coincide with the Fall Foliage Festival in downtown Jim Thorpe.

After the busy month of October is behind us, we will run the Lehigh Gorge trips in November on weekends at 11:00 AM, 1:00 PM, and 3:00 PM. We will conclude our 2014 season with the Santa Claus Special Trains starting Black Friday, November 28, and running four big weekends until December 21.

In the early months of 2015, the Passenger Department will be planning events for the 2015 season. So please keep posted by checking our web site over the winter (www.lgsry.com). We look forward to seeing you on our trips! ♦

THE COAL DEPARTMENT

BY: MICHAEL SHARADIN, AVP TRAFFIC-COAL



Steve Werley handling a customer service issue for the Coal Department.

The Reading and Northern Railroad Traffic Department is split into two categories, General Merchandise and Coal. Daren Geschwindt handles all the G-M traffic and I handle all the coal traffic. Working very closely with me is Steve Werley, Customer Service Manager – Coal, and together we handle the day-to-day functions of all things related to coal.

A day in the life of the Coal Department starts off the same way just about every day. The first thing Steve and I do each morning is check our emails and phone messages to see if there were any critical issues that transpired overnight that need our immediate attention. The morning of August 14 was no different, other than the fact that I was not at Port Clinton that day. After checking messages, Steve delved into the outbound and inbound interchanges that took place with Norfolk Southern the previous night. With the outbound interchange, Steve audited all the waybills for the loaded coal cars to ensure that the weights and charges are accurate. Once confirmed, he sent the weights of each to the respective shipper. We track quite a bit of data for each car load that's shipped, so Steve then logged all the pertinent information into various spreadsheets. The number of car loads interchanged each night will determine the amount of time it takes to do the audit. The evening of August 13, we interchanged eight loads of coal so it took Steve about thirty minutes to complete everything. This process can take well over an hour the morning after a unit train is interchanged.

Once Steve finished with the outbound interchange, it was on to the inbound interchange. For the Coal Department, inbound freight almost always consists of empty hopper cars returning from the end user. After the cars are picked up from the NS interchange at Reading, they must be light weight before moving north to Port Clinton and beyond. The reason we do this is to check for any residual coal that may be left in the cars. Residual coal can pose a problem to the next supplier loading the car. If the material is not compatible with what they are going to load, the car either has to be emptied or in some cases it has to be rejected. What we generally try to do with a car containing residual coal is send it back to the supplier who last loaded it. This way they can reload the car with the same material. So Steve reviewed the scale report for the seven cars

we received previous night and noted if any contained residual material. Again, this process can take quite a bit of time when an empty unit train is returned.

The remainder of the morning and early part of the afternoon, Steve handled a handful of customer service items. He also worked with Dan Gilchrist, our Executive VP of Marketing & Sales, on rate quotes and other projects. This is something that takes place almost on a daily basis. We get multiple inquiries every week for people looking for rail rates. So we do quite a bit of research and talk to other railroads involved so we can offer the most competitive rates possible.

Another important job in the Coal Department is tracing offline cars. Most days this job is performed by Beverly Hess, who has decades of experience dealing with coal. Tracing cars is a tedious, but invaluable exercise. This report lets us know if there are any problems with our cars as they are moving across the United States and Canada. By looking at the trace each day, Bev can detect if any cars have gone astray or are sitting for unusually long periods of time. Steve or I then contact the other railroads or receiver to see what the problem may be and when the car will be moving again.

As you are reading this article, you may be wondering what I was doing on August 14 while Steve and Bev were doing all the work. Well, while they were working hard at Port Clinton, I woke up in Petersburg, Virginia. The day before, I had driven down to Petersburg to tour one of Norfolk Southern's TBT terminals. TBT stands for Thorougbred Bulk Transfer, and these facilities specialize in transferring commodities between rail cars and truck. NS has these facilities spread out all over their system, and they are handy when an end user cannot handle rail direct shipments.

So, I spent the morning of August 14 in the hotel writing emails and reports, and making phone calls. By 11:00 I was out the door and ready to begin my six hour journey back to eastern Pennsylvania. Along the way I made numerous other phone calls. One of which was to Steve Werley to make sure everything was going as planned in our day in the life at the Reading and Northern Railroad. ♦

THE ALS ICE BUCKET CHALLENGE

It is with great sadness that we report that Jeff Seidel lost his battle with ALS (Lou Gehrig's disease) and passed away on Tuesday, August 12.

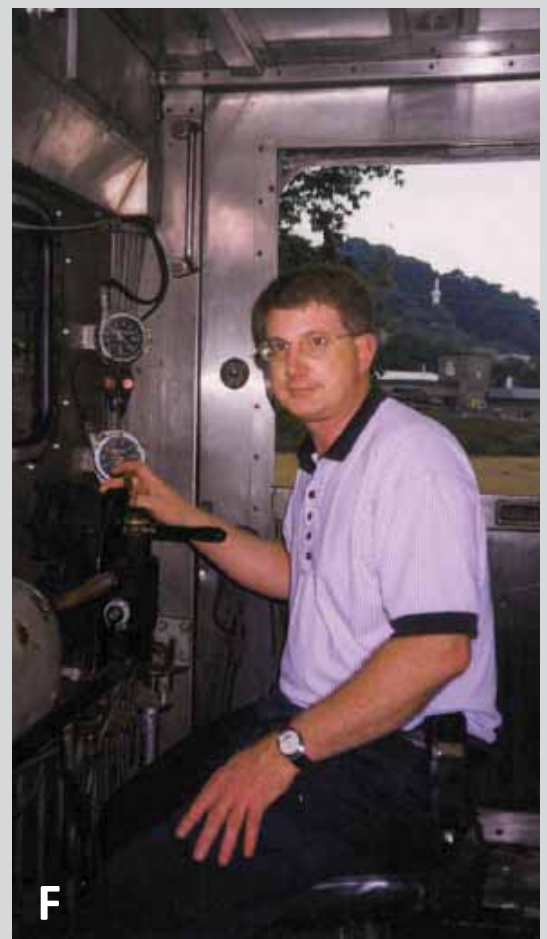
Jeff's involvement with the railroad began over 31 years ago when he helped with the start up of the Blue Mountain and Reading, the early roots of the Reading, Blue Mountain and Northern Railroad. Jeff was forced to retire at the end of 2010 due to his illness.

Throughout his 28 years at the railroad he was heavily involved in operations, communications and signals, mechanical and IT issues. Even after his retirement he would happily answer any questions people had pertaining to historical or new ventures at the railroad. His legacy will live on at the RBMN in our memories and through the many individuals here who he helped teach and mentor.

We will miss him, reminisce about him which will put a smile on our face and a tear in our eyes. We will always love you, Jeff.

Employees of the Reading and Northern Railroad were joined by the Lehigh Gorge Scenic Railway, the Reading Jet Center, and Muller Rare Coins on Friday August 22 as they took the ALS ice bucket challenge in memory of Jeff A. Seidel, Gene Klinger, and Sam Lenhart.

Tyler Glass, Tina Muller-Levan, and Frances Karycki nominated their fellow employees to take part in the ice bucket challenge, to which participants dump a bucket full of ice water over their heads and make a donation to the ALS Association, a nonprofit organization whose funding provides assistance in research, clinical care, and support of ALS patients across the country. In addition to donations made to the ALS Association from employees who participated in the ice bucket challenge, the Reading and Northern Railroad matched each donation by contributing \$20.00 for every employee who accepted the ice bucket challenge. ♦





B



C



D



G



H



I



J



K

A: December 11, 2010, Jeff's last run. (L to R) Steve Gilbert, Tyler Glass, Jeff Seidel, John Smolczynski, Daren Geschwindt. Photo courtesy of Richard Bernhardt.

B: Jeff Seidel shown at West Cressona on April 2, 1992. RBMN had just taken delivery of the first GE U23B from Conrail. Photo courtesy of Mike Bednar.

C: Thomas McRoberts and Jeff Bavitz.

D: Ryan Parks, Dave Johnson, Matt Johnson.

E: Walter Greusel and Gordie Clark.

F: Jeff in Pottsville at the throttle of Budd Car 9166 on August 8, 1999. Photo courtesy of Daren Geschwindt.

G: Jeff Seidel and Mike Bednar at a railroad slide show on April 13, 2013.

H: (L to R) Mario Carannante, Chris Driesbach, Steve Werley, Beverly Hess, Jason Trainor, Crystal Arndt, Mike Sharadin, Tammy Debkowski, Jolene Busher, Susan Ludwig, Andrea Collier, Dan Gilchrist, Erik Yoder, Denise Kacsur, George Reiner, Elizabeth Neifert, Mike Kolbe, Renee Sheriff.

I: Jeff at the throttle of steam locomotive 2102 in 1989.

J: Jeremy Atwell, Deanna Johnson, Yasha Siddiqi, Josh Youpa, Roger Meszaros, Rick Markley.

K: Jeff shown at the cab of the PRR (BM&R) E8.

EMPLOYEE SPOTLIGHT

FALL 2014

BY: CRYSTAL ARNDT, HR ADMINISTRATOR



I am pleased to introduce this quarter's "Spotlight Employee" - Matthew Stabinger. Matt came to work for Reading Jet Maintenance (RJM) in May of 2010 as a Mechanic. Prior to working for RJM, Matt was employed by Koups Cycle Shop Inc. in Harrisburg for seven years prior to being drafted by Nick Riccio, Maintenance Supervisor at RJM, to get back into aviation. At Koups Cycle Shop Inc. Matt managed the service department and parts department each for three years.

Matt was born in Hershey, Pennsylvania and raised in Palmyra, Pennsylvania with three older brothers and three younger sisters. He graduated from Palmyra Area High School in 1996 and was handed his diploma by his father who was on the Palmyra School Board.

Matt is married to Michelle Stabinger and together have a six year old son, Brock. Michelle works for Dauphin County Prison as a Records Officer and loves to run 5k half and full marathons. Brock is the happiest kid ever, he likes to play sports, build Legos, and play Minecraft. Matthew and his family live in Colebrook, next to Mt. Gretna in southern Lebanon County.

Matt enjoys anything related to motorcycles and in his spare time races dirt and street bikes and restores vintage and antique Japanese motorcycles. Matt loves to play golf, although he claims he is not very good at it. He also enjoys flying and thanks Andy Muller, Jr. for the opportunity. Matt spends a lot of time with his family and they love going to the "Jigger Shop" for ice cream. Congratulations to Matt!

(As the "Spotlight Employee," Matt will receive a \$50.00 gift certificate to dine at a local restaurant.)

2014 RBMN'S ANNUAL PICNIC AT KNOEBEL'S



Travis & Tyler Geschwindt



Ginny Albany

The Reading & Northern Railroad got together for another fantastic company picnic at Knoebels Amusement Resort in Elysburg, Pennsylvania on Saturday July 19th. Family and friends of the Reading & Northern Railroad enjoyed lunch, rides, and entertainment on a beautiful summer day at our favorite family fun amusement resort in Pennsylvania! Together we caught up over a delicious lunch prepared by Knoebels, and then scrambled over to the bumper cars for some friendly company-wide competition. After getting our fill of funnel cake, ice cream, and cotton candy, we hitched a leisurely ride on the antique cars, were thrilled on the Phoenix and spooked in the haunted house. As the day turned into a beautiful summer evening, we relaxed on the ski lift skyride and chugged along on the old smokey train. The Knoebels Company Picnic has always been a favorite company event, and always seems to get better every year. We are already looking forward to another fun filled summer and the next Reading & Northern company picnic at Knoebels Amusement Resort!

WELCOME ABOARD

NEW EMPLOYEES — FALL 2014



Steven Kolbe was hired as a Passenger Mechanic within our Passenger Department. He attended Blue Mountain High School and Schuylkill Technology Center North.



Matthew Nestor was hired as a Track Worker within our MOW Department. He attended Cardinal Brennan High School and Schuylkill Technology Center and is certified as a Heavy Equipment Operator. Prior to joining our team, Matthew was a Driver/Laborer for Will Sites Truck Lines in Bloomsburg, Pennsylvania.



Benjamin Balthaser was recently hired as a Facilities Technician. He attended The King's Academy and Penn State University. Prior to becoming a full-time employee at RBMN, Benjamin was a self-employed subcontractor.



Nathaniel Billet-Diaz was hired as a Mechanic within our Mechanical Department. Prior to joining our team, Nathan worked at Bennett Toyota for two and a half years as an Auto Technician.



Renee Sheriff was hired as a Receptionist/Administrative Assistant. She attended Central High School and Arizona State University. Prior to joining our team, Renee worked at Pierce-Eislen Inc. for four and a half years as Assistant to the CFO.



Nicholas Alberswerth was hired as a Track Worker within our MOW Department. He attended Weatherly Area High School. Prior to joining our team, Nicholas worked at Deangelo Brothers Inc. for eight years as a Foreman.



Michael Bailey was hired as a Freight Car Repairman within our Car Shop Department. He attended Hamburg Area High School. Prior to joining our team, Michael was a Bartender for ten years at Port Clinton Fire Company and also worked at E.J. Brenneman for one year as a Ground Laborer.



Matthew Sloskey recently came to work for us as a Temporary Track Worker within our MOW Department. He attended Kutztown Area High School and Berks Career and Technology Center. Prior to joining our team, Matthew worked at Axiam Inc. for one year as a Machinist.

NEW ADDITIONS TO THE READING AND NORTHERN FAMILY!



Adeline Marie Rupprecht, the daughter of Adrianna and Ryan Rupprecht, was born on July 1, 2014, weighing 8 pounds and 1 ounce, and 21 ½ inches long. Adeline's siblings Lily and JJ are thrilled to introduce their new little sister to the world!

Lehigh Gorge Scenic Railway Named Best Scenic Railroad in the United States

BY HOPPER.COM EDITOR, JESSICA WEI

“Enjoy the Switzerland of America on the Lehigh Gorge Scenic Railway in Jim Thorpe, Pennsylvania. The historic town of Jim Thorpe is a tiny mass of Victorian architecture, historical attractions and unique shops surrounded by steep hillsides, green-draped mountains and lush forests. The train ride through Lehigh Gorge State Park covers all of the scenery around Jim Thorpe that earned this town the nickname “The Switzerland of America.” This 16-mile round trip takes passengers from Jim Thorpe over through Glen Onoko and onto the state park trail, following the Lehigh River and twisting onto Old Penn Haven. If none of these names sound familiar, the train conductor there will be narrating the whole trip. The train themselves are a historical sight to behold – the large clear windows of these 1920s passenger coaches provide all the air conditioning that any passenger would need, and the company even offers open air cars in which passengers can enjoy the breeze. To learn more about the train lines and the state park, visitors can make a stop at the train museum located right next to the station.”

Wei, Jessica. “The Seven Best Scenic Railroads in the United States.” Hopper. 28 April 2014. Wed. 18 September 2014. <<http://www.hopper.com/articles/36/the-seven-best-scenic-railroads-in-the-united-states>>.

REHABILITATING the Eastern Cottontail Rabbit

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR

Because the eastern cottontail lives and nests close to residences, many of us have had our first introduction to the need for wildlife rehabilitation through an incident with one or more baby bunnies in our own back yards. Nests are often discovered by children and pets, following a gardening accident or while mowing the lawn. Calls often come from people simply worried that they have not seen the mother since discovering the nest, fearing she has abandoned it.

Often, bunnies don't need our help at all, and simply understanding their nesting behavior prevents unnecessary interference. A mother rabbit will not reject her young if the nest is disturbed, or even if the babies are touched. The fact that she is not seen returning to the nest is part of her normal nesting behavior.

Baby bunnies have no body odor because their scent glands do not develop until they begin to mature. Lack of odor protects the nest from predators that hunt by sense of smell. The mother doesn't want to place her scent near the nest, so she only feeds two or three times during the night and only for short periods.

Frequently bunnies are discovered when just leaving the nest to explore on their own. Still a bit clumsy and measuring only five inches long, these little graduates are mistaken for infants needing help. At this size, cottontails are independent and able to care for themselves. They are fully weaned, eating vegetation, and the mother is no longer caring for them. Because they cannot yet run fast, they will remain still and attempt to use camouflage to avoid predators. Aside from blending in visually, at this age they still do not emit an odor. Their fur absorbs smells around them a type of odor camouflage. If the bunny remains completely still, a predator may walk right by -- never knowing the bunny was there. Because of this, you can easily walk up to a young bunny and pick it up. They need nothing at this age except to find a safe place to eat and hide.

The eastern cottontail is the most frequently admitted animal species at many wildlife rehabilitation centers. In any given year, Red Creek receives over five-hundred cottontails, one quarter of our total patients.

Although cottontails require fewer resources in time, space and equipment than other baby mammal species, their care is challenging and often unsuccessful. When following a protocol for raising baby animals, the resulting outcome should be positive and predictable. Modern networking and the use of species-specific milk formulas for most common mammals achieve just that. Success rates with cottontails, on the other hand, vary greatly from one individual rehabilitator to another and even within a given rehabilitation center, suggesting that there is still a lot of work to do in developing a protocol that is predictable. Experiencing extremely high mortality rates has caused many rehabilitation centers to limit their numbers or even to refuse accepting bunnies completely.

In keeping with our belief that ALL animals deserve a second chance, Red Creek chose to approach this problem differently. Rather than just accept the poor success rates, we decided to take a close look at conventional rehabilitation practices with bunnies and try to find a new protocol that might have a better outcome.

This past winter we dedicated months to cottontail research, pouring over decades worth of scientific journals and natural history studies. Our focus was to attempt to duplicate what the bunny receives from the mother and the environment in a natural setting, and eliminate factors they would not

normally be exposed to in nature. Our research suggests that the limiting of exposure to non-natural components may be an important element missing in predictably successful cottontail rehabilitation.

In examining the cottontail's unique digestive development, we discovered two common chemicals often fed to nursing bunnies that had the potential to disrupt the rabbit's distinctive digestion process. Potassium permanganate is a common additive in municipal water and well systems as part of the purification process, and may be present in water used for formulas. The second chemical, Calcium chloride, is a common salt, electrolyte and a major component in IV fluids, sports drinks and pedialyte. These are often fed to animals that are dehydrated.

Both of these chemicals are known to physically break down several fatty acids essential to a baby cottontail's digestive development. The simple act of using distilled water for milk formula reduces the risk of introducing chemicals foreign to the rabbit's gut. Using injectable hydration methods and eliminating oral hydration fluids was another easy change that could have huge results.

This spring, our research findings, along with Red Creek's complete cottontail bunny care protocol, were introduced at the National Wildlife Rehabilitation Conference. Many of those who attended were eager to try our new protocol, and we've already received some valuable feedback. We will use these results to further research new techniques that may benefit these common backyard animals.

Red Creek is dedicated to saving as many animals as we can through directly caring for animals, teaching others who wish to become wildlife rehabilitators and now through sharing our research with the wildlife rehabilitation community.



Eastern cottontail bunnies at three weeks old.

Holiday Party Reminder

BY: BEVERLY HESS, DIRECTOR OF EMPLOYEE RELATIONS

The 2014 Reading & Northern Railroad Holiday Party for employees will be held on:

Saturday, December 13, 2014

at Best Western Genetti Inn & Suites

1341 N. Church Street

(just off Route 309)

Hazle Township, Pennsylvania

outside of Hazleton, Pennsylvania on Route 309.

**Formal invitation to follow with more details on attending the annual
Reading and Northern Holiday Party!**

SCHOLARSHIP THANK YOU'S

I am very grateful to the Reading and Northern Railroad for awarding me this scholarship. It means a lot to me and has made it possible for me to continue my education.

I started my second year of college at Central Community College in Hastings, Nebraska on August 18, 2014. I am working toward an Associate Applied Science degree in Autobody Technology. In my first year of college, I was on the Dean's List both semesters. I have enjoyed my time in college and if all goes well, I hope to pursue another degree in the financial side and insurance adjusting part of the Autobody program next year.

I have spent this past summer working for my dad on the ranch and this summer has gone by way too fast.

Thank you,

Beau Buechle

I write to extend my utmost thanks to the Collegiate Fund Committee for the generous grant. The financial assistance you have provided me with throughout my education at Susquehanna University in Selinsgrove, Pennsylvania has been greatly appreciated, and this year is no exception. I am now entering the final phase in my journey to become a certified elementary school teacher and could not be more ecstatic. Thank you for all of your support and generosity.

Lauren Gavinski

Happy Birthday!

October 7th	Christina Muller-Levan	November 15th	Christopher Seligman
October 8th	Dennis Shaffer	November 18th	David Kroznuski
October 9th	Dawn Marie Bubeck	November 20th	John Rizzo
October 10th	Philip Geschwindt	November 21st	Michael Evangelista
October 10th	Nicholas Riccio	November 21st	Matthew Stabinger
October 10th	Joshua Rodney	November 23rd	Ronald Papiercavich
October 13th	John Brown, Jr.	November 25th	Carter Jones
October 13th	Matthew Johnson	November 27th	David Baldwin
October 14th	Chad Frederickson	November 30th	Francis Sebelin
October 16th	Richard Bader	December 2nd	Steven Werley
October 17th	David Fiechtl	December 3rd	Vincent McGuigan
October 18th	Jason Reading	December 5th	Justin Hughes
October 19th	Therman Madeira	December 11th	Larry Yoder
October 21st	Glenn Bergstresser	December 12th	David Hafer
October 22nd	Albert Seiler	December 12th	Susan Ludwig
October 25th	Alvin Rineer	December 15th	Marvin Schmitz
October 28th	Travis Prevost	December 16th	Ryan Bausher
October 30th	John Hartman	December 17th	Calvin Gerhard
October 30th	Richard Markley	December 17th	James Somers
October 30th	William Riegler, Jr.	December 19th	Andrew Davis
November 5th	Jeffrey Knadler	December 19th	Joshua Laughlin
November 6th	Mario Carannante	December 20th	Justin Levan
November 9th	Brian Barnes	December 26th	Robert Harak
November 9th	Roger Meszaros	December 29th	Yahsa Siddiqi
November 10th	David Kittner	December 30th	Russell Scianna, Jr.
November 10th	Erik Yoder		

CABOOSE'S CORNER



Tyler Ludwig, son of Susan and David Ludwig, graduated from Fleetwood High School this year. Best wishes to Tyler in his first year of college at Kutztown University.



Adison Johnson, son of Matt and Deanna Johnson, playing in a baseball tournament this summer.



A NOTE FROM CEO ANDREW MULLER JR.

The Farmer & The Donkey



One day a farmer's donkey fell down into a well. The animal cried piteously for hours as the farmer tried to figure out what to do.

Finally, he decided the animal was old, and the well needed to be covered up anyway; it just wasn't worth it to retrieve the donkey. He invited all his neighbors to come over and help him. They all grabbed a shovel and began to shovel dirt into the well.

At first, the donkey realized what was happening and cried horribly. Then, to everyone's amazement he quieted down. A few shovel loads later, the farmer finally looked down the well. He was astonished at what he saw.

With each shovel of dirt that hit his back, the donkey was doing something amazing. He would shake it off and take a step up. As the farmer's neighbors continued to shovel dirt on top of the animal, he would shake it off and take a step up. Pretty soon, everyone was amazed as the donkey stepped up over the edge of the well and happily trotted off!

Life is going to shovel dirt on you, all kinds of dirt. The trick to getting out of the well is to shake it off and take a step up. Each of our troubles is a stepping stone. We can get out of the deepest wells just by not stopping – never giving up! Shake it off and take a step up.

Now, enough of that... The donkey later came back and bit the farmer who had tried to bury him. The gash from the bite got infected, and the farmer eventually died in agony from septic shock.

Moral From Today's Lesson:

When you do something wrong and try to cover your ass, it always comes back to bite you.

Remember the five simple rules to be happy:

1. Free your heart from hatred – forgive.
2. Free your mind from worries – most never happen anyway.
3. Live simply and appreciate what you have.
4. Give more.
5. Expect less.

RBMN ANNIVERSARIES ACKNOWLEDGED

25 YEARS



Hire Date – September 1st, 1988
Leo Davis, Dispatcher-Operations

15 YEARS



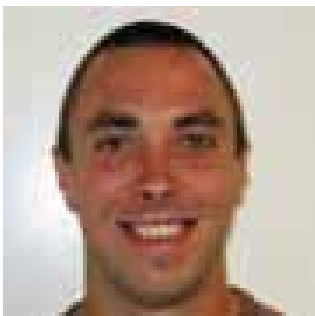
Hire Date – August 30th, 1999
Nathan Bissey, Dispatcher-Operations

10 YEARS



Hire Date – August 6th, 2004
Angela Potts, Ticket Agent/Car Host-LGSR

3 YEARS



Hire Date – July 5th, 2011
Matthew Minnich, Mach. Op. Class 3-MOW



Hire Date – September 15th, 2011
Erik Yoder, AVP of MOW



Hire Date – September 26th, 2011
Aaron Cassel, Welder-MOW

1 YEAR



Hire Date – August 13th, 2013
David Fiechtl, Line Service Technician-RJC

**Reading Blue Mountain &
Northern Railroad Company**
PO Box 218
Port Clinton PA 19549



Engine house guys showing their support of ALS doing the ice bucket challenge.

From left to right: Ryan Bausher, Dustin Berndt, John Dubick, Daniel Puksar, Jason Trainor, Adam Stump, Nathan Billet-Diaz, Mike Kolbe, Ernie Henritz, Joseph Zimmerman, and Dave Evelyn.