

R & N Magazine

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

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COVER PHOTO
RBMN WHHB-1 WITH RBMN SD40-2'S #3054 & #3058 SHIFT OUT GRAHAM PACKAGING IN HUMBOLDT INDUSTRIAL PARK. PHOTO BY COLIN KUND.

EDITORS
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KEEPING ON TRACK

BY: WAYNE MICHEL, PRESIDENT



This year I decided to do something different. Although I do not read my remarks I do prepare an outline of sorts and I am taking this opportunity to share a semblance of those remarks with all of our customers and friends.

- “2016 was a year of record-breaking achievements:
- RBMN had record breaking freight revenue
- RBMN had record breaking freight traffic
- RBMN had record breaking passenger traffic
- RBMN had record breaking number of fall foliage trips
- RBMN had record breaking owned railroad mileage
- RBMN had record breaking size of its locomotive fleet
- RBMN had record breaking size of its freight car fleet
- RBMN had record breaking number of railroad-owned facilities
- RBMN had record breaking train starts
- RBMN had record breaking on-time percentage
- RBMN had record breaking employment level

With this long list of records broken I am sounding like a broken record. I apologize for the archaic reference to broken records. In the old days of my youth we had vinyl records that would occasionally skip and replay the same tracks. Of course that was before 8-tracks, and cassettes, and boom boxes, and cds, and Ipods and whatever people use now; probably music streaming from the clouds.

But that is the way the world works; innovation and improvement.

But innovation is not found as much in the railroad industry. The basics of railroad operation have remained the same for 200 years.

Nonetheless, RBMN has found ways to innovate, mostly by doing a better job serving our customers.

No other railroad in the country offers customers 2 hour service windows and meets that guarantee over 99% of the time.

Every year RBMN hosts a Holiday Party for the employees of Reading & Northern, Lehigh Gorge and two other Muller-family companies, Reading Jet Center and Muller Rare Coins.

This year's affair has 297 guests RSVP; by far our largest ever attendance.

As is our tradition after a cocktail hour for mingling and our buffet dinner we introduce every new employee. This year those introductions took quite some time given all the new hires. Then I speak to share a report on the year that past and then I introduce Andy Muller who shares observations, often very humorous observations, on certain events or activities during the year.

No other railroad in the country offers customers extra switches at no cost.

And probably no other company in the country spends as much resources on its customers as we do. Between customer service and marketing & sales we have 11 full-time people working on taking care of customers. And the benefits show.

Our reputation for excellent service helped us with our economic development program where even in a slow local economy we landed 7D Wholesale and Koppys Propane and we are finishing building a ½ mile siding for Hazleton Shaft.

And, of course, there is our acquisition of the Humboldt Industrial Park in Hazleton. Our reputation for excellent customer service helped us to land Humboldt after over 15 years of working towards that end. In January of 2016 we finally took over service to the Park and brought our exceptional service to the 7 miles of track and dozen new RBMN rail customers.

There is an old adage; judge us by our actions, not our words. We saw that adage at work with the Humboldt transition. For over a year we had met with the Humboldt customers and told them about the level of service we would be providing. And we were often met with a knowing smile indicating they had heard this story all before. I am proud to say we turned the toughest of skeptics into true believers in 2016 and the result has been decisions to turn truck deliveries to rail in 2017. Thanks to fantastic teamwork of Operations, MOW, Customer Service and Marketing & Sales we expect double digit growth at Humboldt in 2017.

What we did at Humboldt exemplifies who we are at RBMN. We exemplify innovative customer service, great teamwork and persistence in pursuit of growing our business.

Who we are as a company reflects the vision of our founder, owner and CEO, Andy Muller, Jr. He has always stressed taking care of the customer and he has always supported entrepreneurial risks in the development of business.

2016 was a great year for RBMN and LGSR. It will be remembered in our history as the year of Humboldt. And what happened in 2016 is just a precursor to an ever-improving future for RBMN, LGSR and our employees.

Thank you all for your hard work, your commitment to the company and your commitment to each other. Keep up the good work, stay safe and have fun!”

As you read the articles throughout this issue you will conclude that I actually understated our 2016 accomplishments. The amount of work done by MOW, Signal, Facilities, Engine House, Operations etc is nothing short of amazing. The productivity of our employees is remarkable as is the way all our departments work together to complete tasks on time and on budget.

As this issue makes clear 2016 was an amazing year for RBMN and LGSR. And with the recent announcement by our friends at PennDOT that we can proceed with awarding the bid for construction of our long-planned Nesquehoning Bridge Part 2 it is certain that 2017 will also be an exciting year.

All of this work sends one very clear message; RBMN is definitely keeping on track. ♦

REAL WORLD THOUGHTS

BY: ANDREW MULLER, JR., CHAIRMAN/CEO

Recently I was talking with Wayne and other members of the Management Team about how proud I was of what we have accomplished. And in thinking about those accomplishments I reflected on how all too often people try to group us with other shortlines. This is especially offensive when people compare us to the numerous County-owned railroads that surround us. And so I took a few minutes to compose a brief list of ways that we are unlike any other shortline in this country...to the best of my knowledge.

How many other Shortlines maintain 400 miles with limited government money?

How many other Shortlines OWN over 1200 freight cars, and 25 passenger cars?

How many other Shortlines in partnership with the State are building a \$14,000,000 NEW bridge across a major river? Or for that matter how many Class 1s are even building such a bridge?

How many other Shortlines OWN 40 locomotives?

How many other Shortlines are 261 signaling 60 miles with new signal from dark territory?

How many other Shortlines main lines are 40 mph?

How many other Shortlines run an average of 16 scheduled trains per day, in signaled territory?

How many other Shortlines OWN their land under the track?

How many other Shortlines maintain 6 long tunnels?

How many other Shortlines install about 20,000 ties a year with their own funds?

How many other Shortlines installed 4 sets of electronic grade crossing protection in one year with no Section 130 money?

How many other Shortlines built with their own funds 3 miles of new laid track in one year, or ever?

How many other Shortlines have 32 miles of double track main line, at 30 and 40 mph?

How many other Shortlines outbound more than 6000 cars a year in THEIR OWN CARS?

How many other Shortlines built or bought 4 new large buildings in the last year?

How many other Shortlines are building a \$2,000,000 multimodal passenger facility with their own funds?

How many other Shortlines have a glossy quarterly Newsmagazine that compares to R and N News?

How many other Shortlines have over 200 employees?

How many other Shortlines maintain a full locomotive facility that does complete locomotive rebuilds?

How many other Shortlines have a marketing staff with over 140 years experience in railroad marketing?

How many other Shortlines have an additional 7 person Customer Service staff?

How many other Shortlines offer guaranteed 2 hour service windows and meet that guarantee 99+% of the time?

How many other Shortlines pay a minimum wage of \$20/hr to all employees after one year?

How many other Shortlines provide a PPO health plan and pay the employees deductible?

Now, we know there are many fine railroads around the country. And we know that many of them spend lots of money on infrastructure and customer service. Nonetheless, we think we are unique in the way we do ALL of these things. We think our level of private investment is at the highest levels for shortlines. And we know of no other shortline that offers our guaranteed 2 hour service window.

The fact is that our customers tell us all the time how much easier Reading & Northern is to do business with. And they reward us with their business. The fact is our employees tell us all the time what a great place Reading & Northern is to work. And they reward us by staying with us year after year. Almost no post-probation employee leaves Reading & Northern for another job.

I have always thought that you can tell if you are doing a good job by the way your customers and employees respond to your efforts. I am very proud of what we have all built together and I know that we will continue to be the gold standard for shortline railroading. ♦



FOR IMMEDIATE RELEASE:

READING & NORTHERN ENJOYS RECORD-BREAKING YEAR

Port Clinton, PA – January 18, 2017

At the close of 2016 Reading & Northern Railroad (R&N) had more employees, more track, more locomotives, more freight cars, more facilities and more customers than at any point in its history.

Fueling this unprecedented period of growth was yet another excellent year of both freight and passenger traffic. R&N grew its merchandise traffic by 16 percent in 2016 with almost 20,000 carloads. Its tourist operations handled well over 100,000 visitors, the second time in its history that it reached the 100,000 passengers mark.

Owner/CEO Andy Muller, Jr. noted that it has always been his strategy to reinvest in the company. “Business has been very good the last few years and in order to keep growing we invest in the railroad ahead of the demand. That is why this year we bought more locomotives and freight cars and did an unprecedented amount of trackwork.”

The facts are:

R&N added 10 miles of new track to its system in 2016, which includes the acquisition of the Humboldt Industrial Park in Hazleton, PA and over 3 miles of new track construction.

R&N forces and contractors installed over 15,000 ties, replaced over 20,000 linear feet of rail and built a dozen new switches.

R&N acquired 6 4-axle locomotives, which was a 20% increase to the locomotive fleet.

R&N acquired 162 additional freight cars (a 16% growth) increasing the fleet to 1179 railcars.

R&N began or completed construction of six additional facilities

R&N added over a dozen new customers, most with the Humboldt acquisition, and

R&N added 21 new employees.

“It takes well-trained employees operating well-powered trains over well-maintained tracks to deliver the high quality service that our customers have learned to expect from Reading & Northern.” said Wayne Michel, President of R&N. “We offer our customers guaranteed service windows and provide additional service at no cost to help them with their demands. Taking care of the customers is Job 1 at the Reading & Northern.”

Muller remarked that the past growth is merely a precursor to an exciting future. “I expect our railroad to grow. I expect our superior service will help our customers grow and as they grow we will benefit. I expect our reputation to encourage more businesses to locate along our lines. We will always take care of our customers and our employees. That is the cornerstone of our success.” said Muller.

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

OPERATIONS

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

2016 in Review

Now that 2017 is upon us, it's time to reflect on how remarkable the year 2016 was for all of us at Reading and Northern Railroad. Just when everyone felt we couldn't possibly get any busier than our record shattering year of 2015, we surprised ourselves with what has been yet another record year for our company. It was no easy feat getting to this point, but the hard work of everyone in our company has proven that there truly are no limits to what we can accomplish at the Reading and Northern Railroad.

In 2016, we experienced growth in every possible aspect of our railroad. Our traffic has grown nearly fifteen percent, our locomotive fleet has expanded, infrastructure improvements are ongoing and we continue to substantially increase our work force. What makes all of this growth so special is that we have accomplished it all while keeping the small and family oriented railroad charm that has become such a big part of our company's identity. Let's take a look back at what has made 2016 such a wonderful year for the Reading and Northern Railroad.

First and foremost, 2016 started with one of the biggest acquisitions the Reading and Northern Railroad has had in years, the Humboldt Industrial park near Hazleton. Although only seven miles of track, the Humboldt acquisition required major changes in the way we operate. Such changes required significant planning by many at the railroad in order to make it as seamless as possible. To efficiently handle the increased Humboldt business we added a number of new jobs and implemented a new operating plan. Service to Humboldt is available six days per week with one crew operating Monday through Saturday, and a second crew operating on Tuesdays and Thursdays. Due to the significant increase in volumes a North Reading Yard Job (YJNR) was added to complete all inbound interchange and switching of cars from our interchange with Norfolk Southern (NS) at Reading. Additionally, we implemented a unique Fast Freight program to expedite the movement of inbound interchange to our customers for spotting. Most of our inbound interchange is now available to customers in eight to twelve hours, even with a network covering more than 300 miles.

As the railroad grew rapidly in 2016, so did the need for locomotives, rolling stock, and employees. We added six new four-axle locomotives to our fleet in 2016 (four MP15's and two GP39RN's), also while rebuilding and returning to service three six-axle locomotives which had been previously stored out of service. This increased our overall in service fleet of locomotive by almost thirty five percent, bringing our total to thirty six locomotives. We also added over 170 new rail cars to our fleet including a large number of coal hoppers and boxcars for our growing coal and transload business. Growth did not only require additional equipment, it also required people. In 2016 we added nine employees to the Operations department, including one engineer, seven new conductors and the addition of an Operations Administrator to the management team. We also worked diligently throughout the year to certify a number of new engineers and to ensure many employees were qualified on various parts of our growing system to give us maximum flexibility.

As the year went on a number of other opportunities and projects arose. Planning and construction of the Koppy's propane facility in Good Spring took place in mid to late 2016. This required the rehabilitation of fifteen miles of our Tremont Branch and construction of 2000' of new track at Koppy's state of the art transloading and storage facility. We have now been serving this new customer twice per week since November with significant growth expected in the future. Also in 2016 we worked with one of our largest customers in the Scranton area to change the interchange point of over 3000 car loads per year from Penobscot to Reading. With this change, an additional Fast Freight was added between Reading and Jim Thorpe to expedite the movement of that traffic to and from the customer and interchange. The PNFF (Port Clinton Fast Freight) as it's called, has been a tremendous success and has allowed us to operate a six day per week interchange between our Reading and Lehigh Divisions.

With all of the growth that occurred throughout 2016 we ended the year with a record amount of crew starts, customer shifts and car loadings. Our average daily trains operated jumped from eleven in 2015 to sixteen trains per day in 2016. With the additional trains operating, we saw a thirty percent increase in crew starts year over year and completed an astonishing 7,200 customer shifts. All of this was done while maintaining a greater than ninety nine percent on time arrival rate within our guaranteed two hour customer windows. Not only did our freight business increase in 2016, our passenger business also experienced significant growth. We operated more passenger trips and a wider variety than ever before, including various Steam excursions, RDC trips, long distance passenger excursions and LGSR scenic trains from numerous points across our system. With all of the passenger trains that were operated in 2016 we ended the year by hauling more than 100,000 people, another company record for passenger operations.

Infrastructure improvements was also on the agenda in 2016. With increased train volumes and car loadings, the need for good track and signal infrastructure has never been more important. Our railroad has embarked on the largest investment in infrastructure improvements in our history. Throughout 2016 tens of thousands of new crossties and thousands of tons of new ballast had been distributed and installed across our system. Numerous lines including our Hazleton Line, Tremont Branch, and Scranton Branch have had more work completed on them in the last year than they have seen in a long time. All of this allowed us to continue to raise track speeds and greatly improve our efficiency, safety and capacity across our system.

We have also been installing (more like reinstalling) a signal system on our Reading Division Main Line. The installation of this signal system is retracing the steps of a signal system torn out by Conrail in the 1980s. Haucks Interlocking was the biggest signal project of 2016. Completed in the fall it has enabled us to power and signal one of the busier interlockings on our railroad and implement a few additional miles of 261 signal territory on our Main Line. The year 2016 also saw the start of a signal project at what will become Tamaqua Interlocking. This included the refurbishment and installation of a signal mast and several line side signals as well as switch machines, heaters, power locks, and cable for various signals and switches. This large investment in our signal system will further enhance the safety and efficiency of our ever-growing operations. With ten to twelve trains per day operating on portions of our Main Line, the signal system has proved to be invaluable.

Now that a successful 2016 is behind us, it is time to start turning our attention to the new year. There are many positive challenges, improvements and growth that face us going into 2017. The biggest of these challenges will be continuing to handle the expected growth that is projected in 2017. There are a number of exciting business prospects for 2017 including the addition of a large new coal customer in Hazleton. It is looking like it will be another great year. Many infrastructure improvements and additions are planned for the new year. This includes continued track work, signal upgrades and additions, and most importantly the first phase of construction on the long-anticipated Nesquehoning Bridge project in Jim Thorpe. As I sit here typing this, I can't help but look back and see how far we have come as a company in the past year. There is both an outlook of excitement and optimism heading into this new year. I look forward to coming back at this time next year to tell you all how far we have continued to come at the Reading and Northern Railroad. ♦

Safety

BY: TOM COOK, VP SAFETY & TRANSPORTATION

Safe and efficient startup of our new operations at Humboldt Industrial Park and at Koppy's Propane were two of our biggest highlights in 2016. They both demonstrate how careful planning, attention to detail, and planning for the extra crew or the extra move makes a big difference in safety.

The operations planning at Humboldt started three months prior to actual start up in January, 2016. Two of our managers rode with the NS crews serving Humboldt to learn the work in advance of startup. This experience enabled us to issue detailed written switching procedures for each customer to our crews in advance of the startup. After start up, our managers rode with the crews the first few weeks to share this information and get feedback from our first few days operating that could be passed on to other crews to follow.

The most important operating decision we made before startup was an operating plan to put two crews on duty to do the work on the heaviest days, Tuesday and Thursday. The work on those days can sometimes be done with one crew, but a single crew would be hard pressed to get all the work done and would not be able to make our committed two hour customer service window for each customer consistently.

Having two crews do the work on Tuesday and Thursday results in both crews working an eight hour day, and they get the work done in a very smooth and disciplined way, on schedule, without having to rush or be tempted to take shortcuts. We also avoid the fatigue that comes from working twelve hours under pressure of a workload that can't be completed by one crew all the time. The smooth and efficient operation results in fewer mistakes, and we have had a very safe first year at Humboldt.

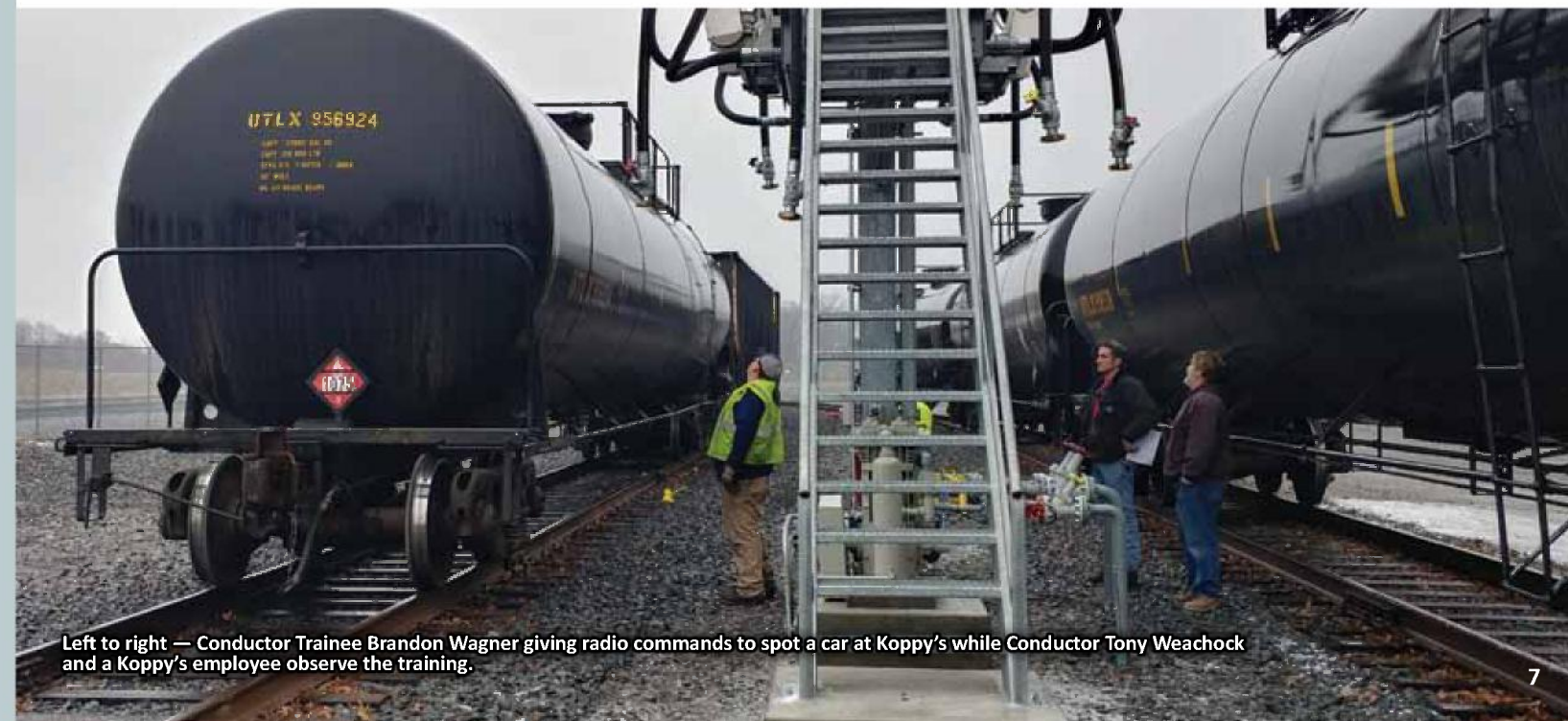
At Koppy's, a big part of the planning involved substantial infrastructure improvement. A sizeable capital investment was made, and about 3000 ties were installed on the Tremont Running Track to handle the increased traffic. There are plans to install about the same number in 2017. Operations worked very closely with Maintenance of Way (MOW) to get the material for this project staged in a timely fashion.

Our train crews requested a second switch to be added to Gas Siding to enable them to run around the cars efficiently, and they also requested a split rail derail to safely stage the cars on this reconfigured siding while switching. MOW forces mobilized in late November and early December under cold, wet and icy conditions to complete this request just before winter made the work impossible. Additional siding improvements are planned for the Good Spring area this spring.

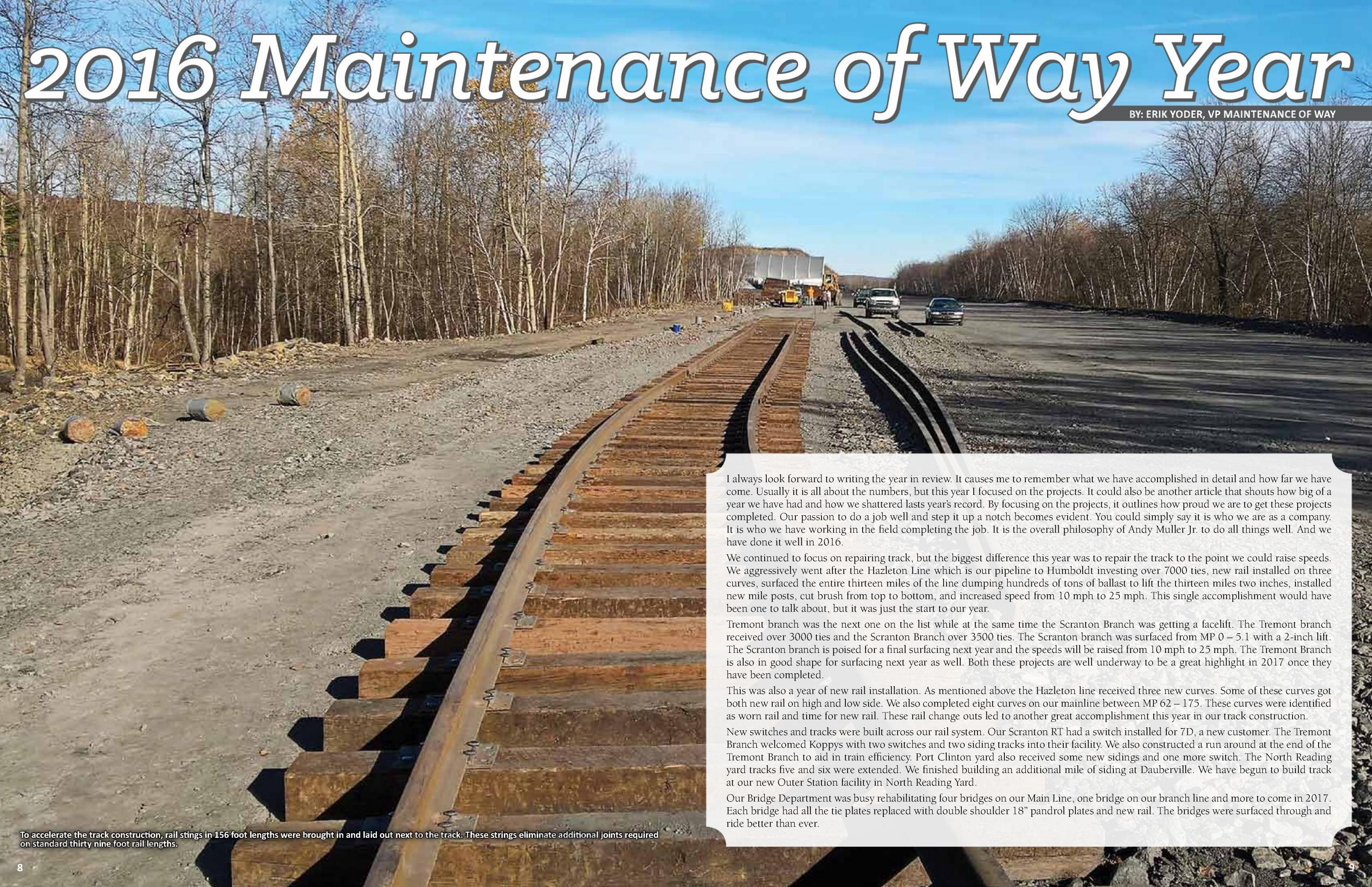
The operating plan demonstrates a commitment to safety in that we didn't just do the easy, obvious thing and plan the work to fall into the normal progression of the previous operating plan. We deliberately added extra steps to our operating plan on the Tremont Branch in order to create the safest possible operation. The main focus of that plan is that we go to the end of the running track first to spot the loads before we do any other work. We also don't detach from the loads on the main while switching. This results in additional switching moves and can result in extra running mileage, more than we need to do if we just did our work progressively. We could safely handle this business under the old progression and without these extra moves, but we planned these extra steps to provide the greatest possible margin of safety.

We also created written procedures for the crews serving Koppy's, but we didn't stop there. Over the first two months of operations, we have had a manager on hand for almost every switch to learn the nuances of switching the new facility. Management gets feedback and suggestions from the crews doing the work, and we are able to pass these lessons on face to face with new crews on site as they switch the new facility for the first time.

The safe and successful startup of this exciting new business demonstrates what the Reading and Northern always delivers in any new business endeavor. It will be well thought out and done right, safely and efficiently. ♦



Left to right — Conductor Trainee Brandon Wagner giving radio commands to spot a car at Koppy's while Conductor Tony Weachock and a Koppy's employee observe the training.



2016 Maintenance of Way Year

BY: ERIK YODER, VP MAINTENANCE OF WAY

I always look forward to writing the year in review. It causes me to remember what we have accomplished in detail and how far we have come. Usually it is all about the numbers, but this year I focused on the projects. It could also be another article that shouts how big of a year we have had and how we shattered last year's record. By focusing on the projects, it outlines how proud we are to get these projects completed. Our passion to do a job well and step it up a notch becomes evident. You could simply say it is who we are as a company. It is who we have working in the field completing the job. It is the overall philosophy of Andy Muller Jr. to do all things well. And we have done it well in 2016.

We continued to focus on repairing track, but the biggest difference this year was to repair the track to the point we could raise speeds. We aggressively went after the Hazleton Line which is our pipeline to Humboldt investing over 7000 ties, new rail installed on three curves, surfaced the entire thirteen miles of the line dumping hundreds of tons of ballast to lift the thirteen miles two inches, installed new mile posts, cut brush from top to bottom, and increased speed from 10 mph to 25 mph. This single accomplishment would have been one to talk about, but it was just the start to our year.

Tremont branch was the next one on the list while at the same time the Scranton Branch was getting a facelift. The Tremont branch received over 3000 ties and the Scranton Branch over 3500 ties. The Scranton branch was surfaced from MP 0 – 5.1 with a 2-inch lift. The Scranton branch is poised for a final surfacing next year and the speeds will be raised from 10 mph to 25 mph. The Tremont Branch is also in good shape for surfacing next year as well. Both these projects are well underway to be a great highlight in 2017 once they have been completed.

This was also a year of new rail installation. As mentioned above the Hazleton line received three new curves. Some of these curves got both new rail on high and low side. We also completed eight curves on our mainline between MP 62 – 175. These curves were identified as worn rail and time for new rail. These rail change outs led to another great accomplishment this year in our track construction.

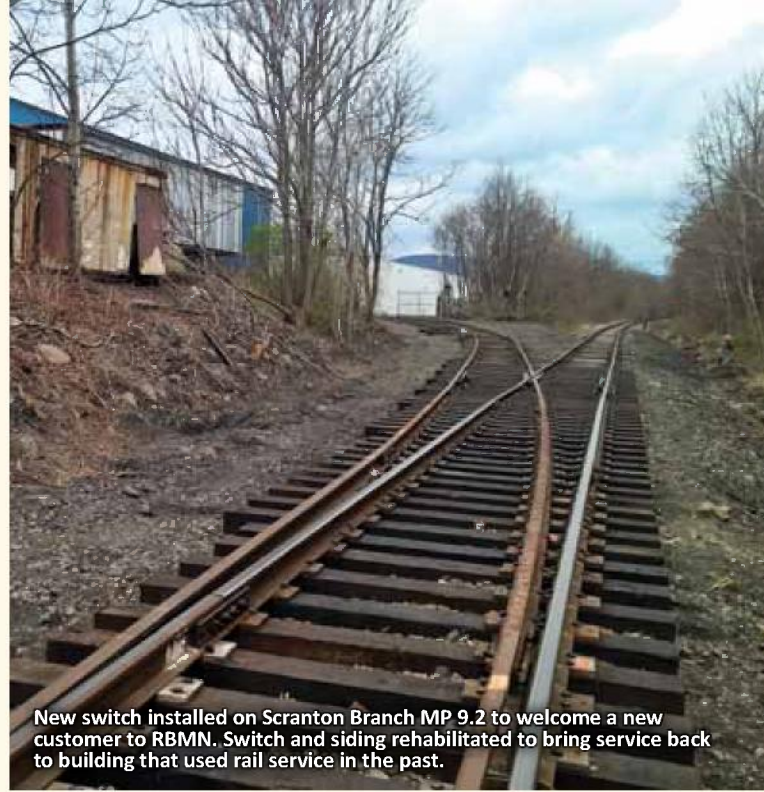
New switches and tracks were built across our rail system. Our Scranton RT had a switch installed for 7D, a new customer. The Tremont Branch welcomed Koppys with two switches and two siding tracks into their facility. We also constructed a run around at the end of the Tremont Branch to aid in train efficiency. Port Clinton yard also received some new sidings and one more switch. The North Reading yard tracks five and six were extended. We finished building an additional mile of siding at Dauberville. We have begun to build track at our new Outer Station facility in North Reading Yard.

Our Bridge Department was busy rehabilitating four bridges on our Main Line, one bridge on our branch line and more to come in 2017. Each bridge had all the tie plates replaced with double shoulder 18" pandrol plates and new rail. The bridges were surfaced through and ride better than ever.

To accelerate the track construction, rail stings in 156 foot lengths were brought in and laid out next to the track. These strings eliminate additional joints required on standard thirty nine foot rail lengths.



New track construction at the beginning of the 2016 year to connect a new customer to the RBMN on the Scranton Branch MP 9.2



New switch installed on Scranton Branch MP 9.2 to welcome a new customer to RBMN. Switch and siding rehabilitated to bring service back to building that used rail service in the past.



Early in 2016, RBMN started to construct additional track to meet the needs of our growth. This track as well as others offered additional options to our train crews to meet our customer needs. This track was built on our Main Line at Dauberville MP 67.6.



Track construction at MP 68 on our Main Line just outside Dauberville is well under way. Once this project was finished, RBMN had an additional mile of track for operational use by train crews.



One of many places on our Main Line that RBMN made upgrades to our rail line to increase speeds. This location is near MP 116.5.



MP 105.9 bridge on our Main Line was lined, new rail installed on new pandrol plates with a two inch raise to revitalize this section of track over this bridge. One of the many projects our Bridge Department worked on this past year.



The skeleton track at Mohrsville MP 68.6 before ballast was added to finish the additional track. Another switch was added on the north end with the subgrade ready for another possible track on the right of the picture.



On our Main Line at MP 116.6, we dumped ballast after rail & tie work was completed. This was the last step needed on our way to increase train speeds.



In our effort to increase train speed and keep train crews efficient, rail and tie work was completed near MP 116.7 in an area that is used by multiple trains during our passenger season to pass each other.

The Mark IV tamper and ballast regulator were hard at work again this year. The entire fifteen miles of the Hazleton Line was surfaced, a number of places twice because of lifting the railroad like we did, five miles on the Scranton Branch, six miles of track two on the Lehigh ML south of Dupont to Seidel, sixteen miles on the ML between MP 121 – 105, all curves that received new rail, and Pittston rail yard, Riverside rail yard, and Penobscot rail yard. The Minersville Branch had three miles completed, two miles on the Pottsville, and tons of ballast to hold the tracks tight. Our surface gang ran the rail system to get it done.

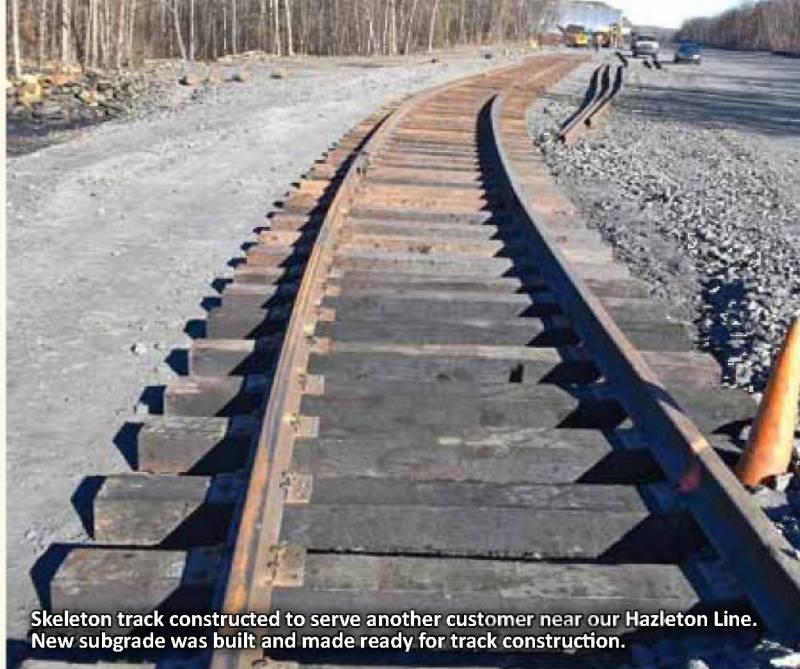
This year also marks some great momentum for next year. As already mentioned we will continue work on the Scranton Branch and Tremont Branch. We purchased 40,000 feet of new rail for replacement on our system. Our surfacing gang will be improving tracks for more speed and better train efficiency. We still have identified areas where new track construction will continue or begin. RBMN continues our effort to not only fix, but improve our infrastructure.

One of the biggest events of 2017 will be the Nesquehoning Bridge construction over the Lehigh River in Jim Thorpe. Recently our friends at PennDOT informed us that we can proceed with awarding the bid for construction. PennDOT has offered invaluable assistance in moving this project forward. We are only able to build this bridge because of our many friends in Harrisburg. It is located in the area represented by State Senator Dave Argall, who took the lead. He and Senator John Yudichak were able to work successfully with Governors Corbett and Wolf to award us a grant to construct this new \$14 million bridge. RBMN is responsible for thirty percent of the cost of the project. When completed this Bridge will connect our Reading Main Line with our Lehigh Main Line in a new progressive movement for train crews. This construction project will last approximately two years from start to finish. This addition to our system will eliminate the need to enter Jim Thorpe yard and run around trains to continue movement to our Scranton yards.

It is hard to write this without getting a bit excited with what is to come for the RBMN. I had a great deal of fun reflecting on 2016, but 2017 is shaping up to outdo 2016. It is full steam ahead for the Maintenance of Way Department for 2017. ♦



Another new siding constructed to serve a customer near our Hazleton Line. Once completed the siding was 2,900 feet long.



Skeleton track constructed to serve another customer near our Hazleton Line. New subgrade was built and made ready for track construction.



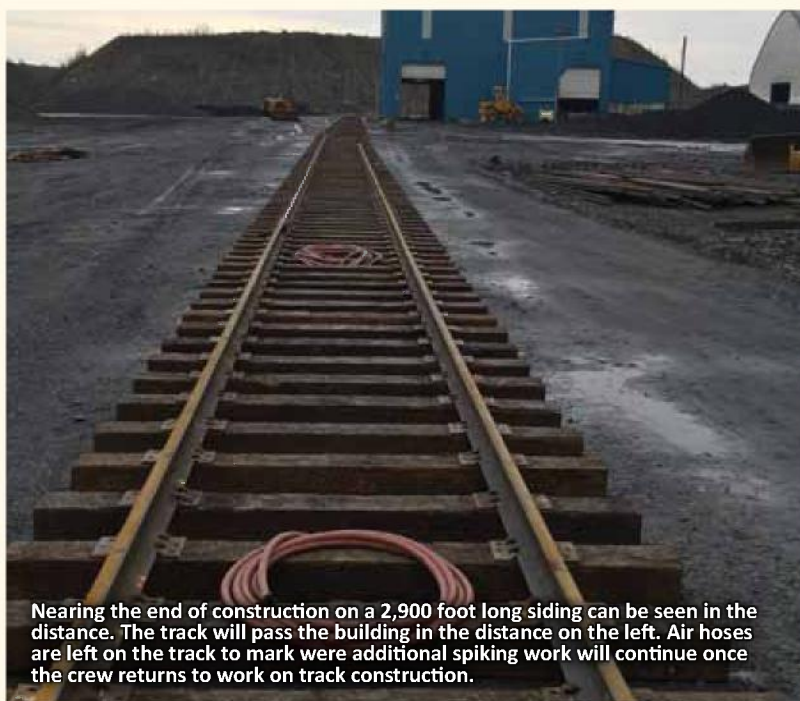
Both sidings are briefly shown as empty as the first train pulls up the hill with the cars to be spotted on the newly finished track construction for our customer. This was another track constructed this year to meet the needs of our new customers.



Two new sidings added at a brand new facility at the end of our Tremont Branch MP 20.6 to bring service to a propane transload terminal. This is the first trip with cars into the new facility.



To accelerate the track construction, rail strings in 156 foot lengths were brought in and laid out next to the track. These strings eliminate additional joints required on standard thirty nine foot rail lengths.



Nearing the end of construction on a 2,900 foot long siding can be seen in the distance. The track will pass the building in the distance on the left. Air hoses are left on the track to mark where additional spiking work will continue once the crew returns to work on track construction.



Port Clinton Yard also received some new track construction for more storage space. The car shop lead was added to a new track constructed along the driveway to make improvements to passenger loading in Port Clinton Yard. The track is also utilized every day to shift cars in and out of the Car Shop.



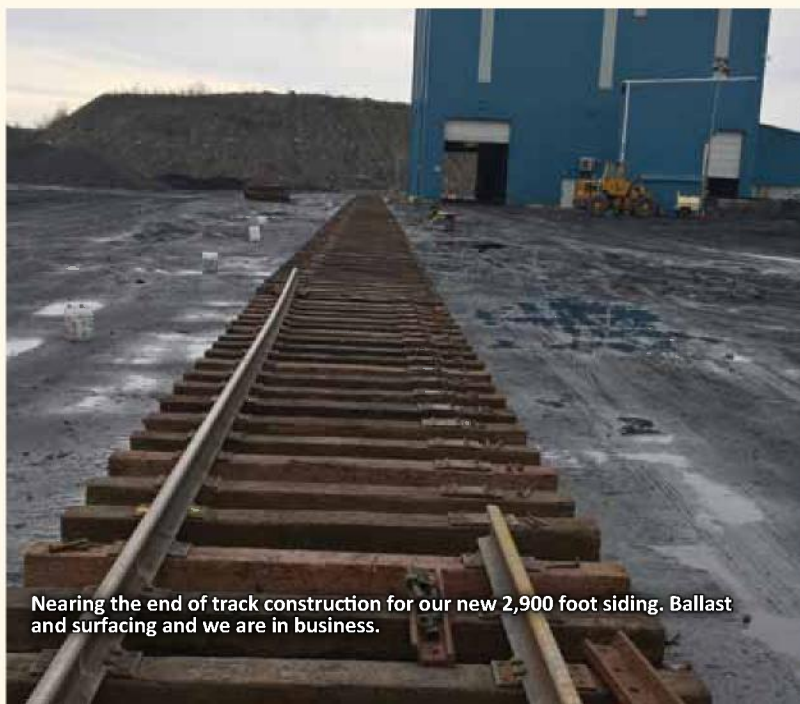
Midway through the track construction of a 2,900 foot long siding near our Hazleton Line, the ties can be seen laid out in preparation for the rail strings to be laid on the ties. Tie plates are spaced out for track construction. Spike kegs can be seen off to the side to support the track construction.



Two backhoes work on pulling the old car shop track over to enable a third storage coach track by our offices. This added more storage and track space within our Port Clinton Yard. A third track has been started on the north side of the tie pile in the center of the picture.



Skeleton track is ready for ballast to finish out the 2,900 foot track construction.



Nearing the end of track construction for our new 2,900 foot siding. Ballast and surfacing and we are in business.



Standing at the end of the storage track between the new car shop lead track (left) and the coach track 3 (right), the MOW forces are using every last inch of real estate to build track and improve storage locations in the yard while maintaining operational efficiency.

Progression of Reading Outer Station Project

Communication & Signal

BY: JONATHAN BARKET, AVP SIGNALS & COMMUNICATIONS



Track location was cut into the parking lot at Outer Station MP 61.8. First step for the track to hold passenger cars and steam engines.



Future location of passenger station, building has been removed to open space for the new station design. Track cut into the parking lot will serve as a passenger loading area as well as staging area for cars.



The hill at the center of the picture is the access ramp into the parking lot of the Outer Station. The track will come off our Main Line at MP 61.8 and into the parking lot. The building on the left will be removed to accommodate the design of this new facility.



First step in the construction of track is to make a crossing to access either side of the new track construction through the parking lot. Ben Cole is pictured running a hydraulic hand tamper to level the rail to the parking lot surface.



Ties are laid out with tie plates installed to start the rail installation at Outer Station. Stacks of ties are prepped and ready for the remaining track construction to this new facility.



Ties are laid out with tie plates installed to start the rail installation at Outer Station. Stacks of ties are prepped and ready for the remaining track construction to this new facility.



Temporary road crossing completed. Track construction can resume on both the north and south portions of track from the crossing. The Outer Station facility is starting to take shape.



North Reading Station sign locates the area of the future Outer Station. This picture shows the very first stage of the project. The ground on the left is cleared for future track construction.

Reviewing 2016, it was definitely a year to remember within the Communications and Signal Department. The year started off with final preparations for the newly acquired Humboldt Industrial Park operations. A caboose was determined to be needed as a shoving platform and needed to be equipped with lighting and electricity on both the interior and exterior. This allowed for both an office style environment on the interior and exterior lighting as well as two way radio for communications to the engineer. We were able to replace some defective wiring, add additional lights on the outside and give the caboose a complete electrical overhaul. To this day, the caboose continues to be used flawlessly aiding in the crew's ability to perform work for all Humboldt customers safely and efficiently.

February did not slow down as it usually does and projects continued in earnest throughout the month. After a complete crossing replacement that occurred in 2015 at Foote Avenue on the Susquehanna Branch in Duryea, we moved right onto the next step of installing and cutting over a new signal location designated 1S. This signal is now the new approach location to our Dupont Interlocking. In addition to monitoring several more miles of railroad for defects and broken rails, we were also able to incorporate the switch at Duryea Junction to be monitored for any unwanted operation further adding safety to the area.

March continued the already busy year with the move of the C&S Department in its entirety from Port Clinton to West Cressona station. We moved not only the engineering office, but both indoor and outdoor storage materials as well. This comprised a lot of significant infrastructure building and upgrade to accommodate the departments supplies and personnel. Soon after we were relocated, another building was constructed to house our additional material including our BT-2 digger derrick truck as well as incorporating a wire shop for our numerous ongoing projects. This move not only assisted with our department's success, but also improved our ability to get projects completed efficiently.

As our focus continued on the Hazleton Line to accommodate the Humboldt traffic, we began to invest in several crossing upgrades along the route. We were able to prep three different crossings with installations of predictors, motion sensors and additional warning times for the proposed increase of speeds on this once seldom used line.

May was a month of mixed feelings for many of us in the department. Our longest employed maintainer at the time, Victor Gavinski, set off for his next adventures with retirement. Although we were sad to see him go, we were all ecstatic for his accomplishments throughout his career. We all want to thank him again for all his hard work and loyalty to the department and company.

August was a very full month for the C&S Department. In preparation for our Main Line Haucks Interlocking cutover, we had some updates that needed to be completed at East Mahanoy Junction as well as to install a number of signal heads for the upcoming additions to the signal system. At the same time, we were able to install the 104S signal located on our M&S Branch. This signal not only monitors more trackage, but also a switch and derail which again makes it safer for our crews to traverse this territory. Additionally, this operating signal can display advanced indications informing southbound trains what to expect upon arrival at East Mahanoy Jct., which in the future will allow for less disruptions and faster movement of trains.

Our annual scale test was completed and certified by Norfolk Southern in September. The weigh in motion scale is a vital piece of equipment for our railroad. It is used to check nearly all inbound and outbound cars, checking weights of material to be sure all cars are loaded correctly.

After months of building and hard labor, our Haucks interlocking came to life just in time for our passenger fall foliage season in October. This location features a remotely controlled powered switch with heaters for inclement weather, signals at the switch as well as the monitoring of nearly seven additional miles of track and five hand throw switches. While making this location extremely efficient for train traffic, it also improved safety greatly. There are also two working approach signals coming south into the interlocking which allows trains to receive advanced indications as to what to expect at Haucks. Directly after the cutover at Haucks, we began our next interlocking installation at Tamaqua. We installed over 13,000 feet of cable in the town of Tamaqua to allow for an interlocking to be placed within several crossings. All the crossings will need to communicate with each other and at the same time communicate with the interlocking. We are still working on this interlocking and hoping it to be completed in the near future, which will provided nearly eight miles of fully signaled railroad for roughly ten plus trains daily.

An additional infrastructure installation occurred in early November with the addition of an AEI tag reader near our North Reading Yard. This device reads tags that are attached to each freight car and transmits this data to a central office. This process aids in several ways, such as tracking car movement for railroads and customers as well as aiding the train crew with live consist information as they travel through a site. They are able to double check their train to ensure everything is in order and no cars are missed.

Finally, we were tasked in December to install two additional crossings for added safety to the Kovatch Fire Apparatus building plant along the C&S portion of the main line in Nesquehoning. We began building these from scratch in early December and had nearly everything installed by years end. This became both the last project of 2016 and the first project of 2017, with the hope of activating these locations in the very near future.

As I look back on 2016, we as a department accomplished a great deal of work. However, our project list never seems to go down. I feel 2017 will be another exciting and extremely busy year as we begin a massive project to re-signal nearly one hundred miles of territory, adding both additional safety and efficiency to our ever growing system. ♦



Signal installation on the Main Line in Tamaqua, Pa.





Scott Beshore working on the plow of a new GP 39 RN.



Scott Beshore and Nate Billet finishing the plow on the RBMN 2534, with its new paint scheme.



The newly purchased MP 15, one of four put into service by RBMN.

ENGINE HOUSE

Year in Review

BY: DUSTY BERNDT, AVP LOCOMOTIVES

The year 2016 started off with the Engine House committing to rebuilding the RBMN 3054. This locomotive needed an engine and had waited a long time to be scheduled into a very busy shop. The locomotive was dismantled piece by piece until the only thing left was the frame and a few miscellaneous parts. As time permitted between other projects and ninety two day inspections, all the pieces started to flow back together. The prime mover, generator, along with the cab from the RBMN 5029, were installed onto the frame by late spring. The RBMN 3054 was totally completed and back into service by early summer.

Late summer saw the purchase of two more GP39RN for our fleet. While we were completing initial inspections and work on these two locomotives Andy Muller, Jr. informed us that Norfolk Southern (NS) was having an auction of excess locomotives and he wanted us to check them out. We ended up purchasing four MP 15 units. Once they were delivered, getting these engines into service took precedence over the GP39RN's. To date three have been put into service with the fourth and final one due out in very early 2017. By the way, the GP's have also had extensive work done to them and should roll out of the shop in early spring 2017.

The increase in locomotives needed daily, a larger fleet, and a more rigorous maintenance program saw a need for added personnel and a shift in scheduling. An electrician and a mechanic were hired to fill personnel needs and a second shift established to increase the work able to be done in the same space. The engine house is now positioned to efficiently perform all necessary duties assigned to them. The year 2016 was a year of growth in many areas and we expect 2017 to be more of the same. ♦

FACILITY MANAGEMENT

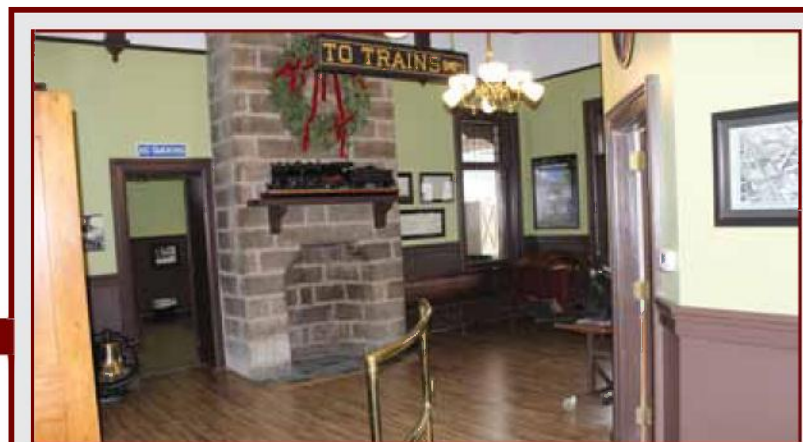
Year in Review

BY: STEVE BALTHASER, VP FACILITY MANAGEMENT

As the Reading and Northern Railroad (RBMN) grows, so grows the infrastructure needed to operate the new increases. In 2016, four major building projects were initiated. The Signal Department had a new warehouse/garage built in Cressona next to their office. The Round House had additions built on both sides of the existing building. The vehicle/MOW mechanical building was started in late November. Also in November, the mall at 3501 Pottsville Pike in Reading, Pennsylvania was demolished to make way for future railroad development.

These projects in themselves would seem significant, but not when considered to what is needed to keep abreast of this company's success. Not only does new construction need to be considered, but also the upgrading and improvement of existing structures to keep up with the pace. Some of these projects include mechanical pits for MOW and the steam shop to improve their capabilities. Water faucets to fill thermos jugs are being installed throughout the system. A restroom facility is being built at the West Hazleton Yard Office. The Schuylkill Haven Station was totally remodeled for the Passenger Department, and Temple Station was reopened and made usable with a restroom facility for operations. These and many others projects filled out our work load in 2016.

Some projects on the books from this year will carry over to 2017. They are finishing both the restroom at Humboldt and the new Vehicle/MOW building. Also slated is a new addition to the MOW building at Pittston; which was slated for this year. These and a lot of new projects will keep the Facilities Department building the RBMN far into the future. ♦



Interior of the newly restored Schuylkill Haven Station, Passenger Department Headquarters.

Newly constructed Cressona Signal Warehouse.



CAR SHOP

Year in Review

BY: TOM STEMKO, CAR SHOP FOREMAN

Along with the growth of the Reading and Northern Railroad (RBMN) comes increases in all departments. The Car Repair Shop being no exception. In 2016 RBMN purchased an additional 166 open top hoppers which brought our total fleet to just less than 1200 pieces of rolling stock. All online repairs and the maintenance of these cars are the shop's responsibility.

This year the Car Shop repaired and serviced over 1200 cars in our facilities. Repairs ranged from minor hose replacement to major fabrications to an entire car. The shop also performed over 200 field repairs outside the shop at customers' sidings, docks, or wherever repairs were needed. Starting this year we are also concentrating on doing all our mandatory brake tests in house. A total of 248 air brake tests were performed on our fleet.

To keep the pace, several key elements were added to the shop. A new and different type of truck with unique capabilities was built by the RBMN Vehicle Shop to the Car Shop's specs. A second plasma cutter and work station was established to fulfill the added demand. Also, a new skilled employee was added to be proactive in the maintenance to our fleet. We also had an in-house seminar for the maintenance on our rapid discharge cars, which have an air activated door system.

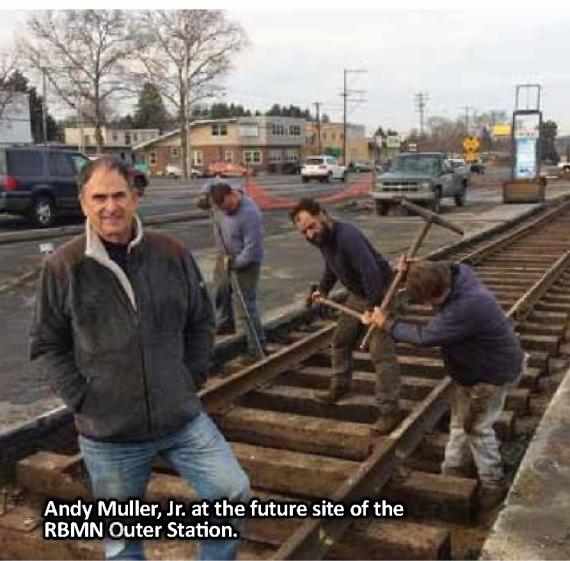
As it seems ever year with the RBMN; ingenuity, growth, and development are the norm. ♦

Many Hats Worn at RBMN

BY: LIEUTENANT MATTHEW JOHNSON, VP ASSET MANAGEMENT & COMMUNITY RELATIONS



MOW forces at work at the future site of the RBMN Outer Station.



Andy Muller, Jr. at the future site of the RBMN Outer Station.

As 2016 came to an end it was a great time of year for reflection. Our Real Estate Department has seen a big change in personnel. Chris Goetz and Jolene Fay have stepped up and taken on a more advanced role within the department. With their assistance I was able to focus more of my time on something that has been missing over the years, community relations.

I have spent a good portion of 2016 spending time with local communities, townships, and borough personnel. I have learned from these meetings that the communities are most appreciative of our effort to build a relationship with them. We are an ever growing railroad, but we never want to be thought of as too big to hear and listen to what communities have to say.

Along with the communities I have pursued a more advanced part in working with PennDOT, the PUC, and the DEP. These are all public agencies we work with on a weekly basis. The guidance and assistance from RBMN President Wayne Michel has given me a great start to learning the importance of government relations.

Reading & Northern Railroad's 2016 Real Estate Acquisitions

Just as the Reading & Northern Railroad had a bustling 2016, the Reading & Northern's Real Estate Department was also particularly busy in 2016. Much of the department's growth has been noted in previous magazine issues, with mentions of new lines, new servicing facilities, and new passenger operations opportunities. Before new customers can be serviced and new passenger excursions advertised, the Real Estate Department works together with Operations, Finance, Marketing, and other departments to ensure a smooth transition of property acquisition and right of way protection of new properties.

One of the railroad's most exciting acquisitions this past year were the acquisitions of two properties in Muhlenberg Township, Berks County along our Mainline. In spring 2016, an all but vacant strip mall property along Center Turnpike Rt. 61 and Bellevue Avenue was purchased with the intention to expand our passenger operations to and from Berks County. By chance, a few months later, we acquired the adjoining property, and the ambitions for a passenger outer station solidified. Our Maintenance of Way and Facilities Departments have already started to prepare for passenger operations along Bellevue Avenue, and Real Estate is continuing to aid in the development of a future passenger presence through maintaining open communication with Muhlenberg Township, and within the railroad's various departments working on the production of the Outer Station.

Our most important acquisition in 2016 was the purchase of the railroad right-of-way in the Humboldt Industrial Park from CANDO (Community Area New Development Organization) in Hazleton. The Real Estate Department was ready to help integrate the line into the management of the railroad's right of way, through the facilitation of sidetracks, crossing protections, and helpful community relations for the continued success of servicing freight customers in the Humboldt Industrial Park.

The Real Estate Department's role at the Reading & Northern may often be behind the scenes, but it's just another spoke in the wheel that keeps the railroad rolling into another eventful year! ♦

2016 Year in Review

BY: DAN GILCHRIST, EXECUTIVE VP MARKETING & SALES

What a difference a year makes.

This time last year we were just taking over service to the Humboldt Industrial Park with its substantial increase in volumes and an additional eleven active customers. We had met with each new customer and set up their service schedules with customized switching procedures.

Implementation started January 1, 2016 and we greeted the new year with typical Hazleton wintry conditions. Thankfully, our crews adjusted quickly to the rigors of serving Humboldt and within short order we started to get great feedback from the customers concerning both the transition and the level of service.

Helped greatly by the Humboldt acquisition 2016 has now ended as another outstanding year for us with higher volumes and more active customers than ever. Overall traffic volumes were up sixteen percent for our merchandise (non-coal) customers and up nine percent overall including coal.

We believe our continuous growth in business is because of our laser-like we focus on customer service.

As an example, we added new train service from our Reading Interchange with Norfolk Southern (NS) running up to both Pittston Yard and Humboldt each day. This Fast Freight operation ensures that our cars arriving at interchange are placed with the customer within twenty four hours regardless of where on our 300 plus mile system the customer is located. For example, cars arriving at Reading interchange on a Wednesday morning were moved approximately 150 miles and placed at Procter & Gamble in Mehoopany the next morning.

Another example of going the extra mile is an initiative we undertook with our partners at Norfolk Southern. A large boxcar customer on our Lehigh Division was experiencing damage to their goods in transit. Working with the shipper and NS we identified the Allentown hump yard as a potential area of concern. NS and RBMN agreed to shift the interchange to Reading, thus bypassing Allentown, and RBMN agreed to expedite the cars to the Scranton area with next day service. Keeping this customer happy and the traffic moving by rail is obviously good for NS and RBMN.

It is not just operational cooperation with NS, we also work aggressively on rates to remain competitive with other modal choices. Last year we worked many times with NS marketing to secure some very competitive business with aggressive and creative pricing adjustments. Working in trust and cooperation with NS pricing managers we were able to restructure the rates for these moves. We have already seen the results with traffic restored and retained.

We also hired Rian Nemeroff in 2016 to focus on our Forest Products customers and you can read about some of his work on page 21 in this magazine.

Dennis Shaffer worked tirelessly with Koppy's Propane and Norfolk Southern to establish a new propane distribution terminal on our railroad. See page 20 for more details on that.

In addition the warehouse operation Dennis spearheaded last year in Old Forge has continued to keep our customers happy and the volumes keep on growing.

Our coal business has been challenged by the drop off in exports this year, but the international market is showing recent signs of coming back. We have just completed construction of a half-mile new siding to serve the Hazleton Shaft facility in Hazleton. This siding gives us access to another drying facility as well as a new source for export and domestic coal. This new state-of-the-art coal dryer will help us to continue growing the dried coal market, which was up thirty two percent over last year's record volume. And, we recently purchased another 166 open top hoppers which brings our total fleet to nearly 1200 rail cars.

As always we are in the middle of some other exciting opportunities too early to talk about, but experience shows at least a few of these should work out well for the RBMN.

If we keep focused on the customer, maintain our excellent service to them, and aggressively work to grow the business we will continue to be successful. ♦

Year End Police Overview

BY: SERGEANT RYAN PARKS

The Police Department had a great 2016. We have four full-time officers providing coverage throughout our rail system operating in nine counties. This year, I want to start out by congratulating Lieutenant Johnson as he has had a few promotions which include; VP of Community Relations and VP of Asset Management. Since Lt. Johnson has taken on these new roles I have transitioned into an administrative role within the Police Department by taking over the scheduling and performance of day to day tasks.

We monitor over 320 miles of track, 2000+ acres of property, offices and various other buildings. We also monitor all of our company assets and materials. This is no easy feat since the railroad is continually growing by adding new customers, more miles of track, storing new and used materials at various locations, all while continuing to upgrade our existing track. We are always on our feet keeping up with this growth. Officer Mike Painter and Officer Matt Fredmonski make up a great part of our team and do a fantastic job of handling our growing needs. We have remained vigilant and continued our proactive approach on preventing trespassing, vandalism, and other various criminal

acts against the railroad. This year we focused on education, communication, saturation patrols on areas of high trespass, and in making effective arrests.

On the education side, our officers make it a point to explain the laws, safety concerns, and dangers of being on railroad property and in the vicinity of the tracks to everyone who comes in contact with our property. This includes various contractors, PennDOT workers, electrical companies, tree cutting companies, paving companies, neighbors along the railroad, other police departments, rail fans, and any trespassers or would be trespassers. We explain what damages or risks can occur to the railroad from something some people seem to think as being harmless such as riding ATVs. This education could not be effectively conveyed without the next focus point of open communication.

Communication. The lack thereof almost always leads to problems. So this year we have maintained a focus on improving communication within our department, other departments at the railroad, and with all those outside of the railroad. One of the big improvements has been working closely with the Real Estate Department. For instance, when trespassing concerns arise, one of our

first calls is to the Real Estate Department to assist us in obtaining some needed information such as: does this contractor/person have permission to be there? Should a railroad inspector be present? What are our property lines? Through improved face to face and electronic communication we are now able to answer trespass concerns and get to a solution more quickly.

We have also been in communication with our Passenger Department more than ever to keep up with the increase of passenger train trips. Outside of our company, we continue to keep open lines of communication with all fellow law enforcement agencies. We continue to establish these working relationships as they help us out tremendously and provide valuable information. We also continue to establish good communication with local scrap processors and we are receiving pertinent information from them when someone attempts to sell railroad materials.

Lastly I want to touch on where we focused our patrols this past year and how they have led to a decrease in trespass activity. The majority of our patrols have been along the Hazleton Line, where there are a lot of motor vehicle trespasses

mainly by Jeeps, ATVs, and dirt bikes. We had also focused many patrols in the Kernsville Dam area, including the Pulpit (Peace) Rock. Due to social media this location received tens of thousands of visitors. Most of this area is property owned by the DEP and it is illegal to be on the premises, but with very few signs and no enforcement this area got out of control. Many trespassers would use the railroad as a way of getting to the rock since our rail line runs right behind it. Hundreds of warnings were given out and many arrests were made. These actions enabled us to spread the word not to trespass in this area. A collective railroad, community, and DEP effort to resolve the trespassing resulted in a decrease of trespassing activity at this location.

As we look forward to the start of the New Year we hope for a safe and prosperous 2017. We are excited to be adding a part time police officer to assist us in keeping up with the railroad's growing needs. We want to remind everyone that if they have any questions, concerns, or would like to report something please find us in the Directory on our website, www.rbmnr.com for our contact information. ♦

Business Growth

BY: DENNIS SHAFFER, VP BUSINESS DEVELOPMENT

Growing business is a constant, never ending effort. We can never rest on our laurels or become complacent. Our current customers are extremely important to us and we are constantly looking for ways to provide them with better service to be able to retain existing business and shift business from truck to rail. We also want to do whatever we can to support our customer's efforts to retain and expand their customer base. However important our existing customers are to us, just as important to our long term success are our efforts to have new customers locate along our railroad, and to encourage existing customers to expand their operations.

Sometimes this is an effort just to stay even. Change is constant and long established businesses may close their doors, or change their operations or product mixes in ways that are no longer conducive to rail transportation. Existing business evaporates and there is nothing we can do to change that. Veteran employees (or if you prefer "old timers") can, I am sure, recall switching industries that are no longer in existence. In some cases there is nothing but vacant land where there once was a bustling industry that received large numbers of railcars.

Fortunately, our growth with new and expanded business has outpaced our losses. Looking back over the last five years I can count fifteen new businesses, or significant expansions of existing businesses on the Reading and Northern Railroad.

In 2016 we were able to locate three new businesses on our lines, and a fourth should be up and running shortly. Early in the year Seven D Wholesale relocated their operations from another railroad in the area to a refurbished facility along our Scranton Branch. Mid-year Zwicky Processing opened a facility in Reading to unload scrap ties and other wood for processing into fuel pellets. Last Fall Koppy's Propane opened a new modern terminal at Good Spring. Koppy's will unload and store propane for truck distribution throughout central and east Pennsylvania. In the fall work also began on a new coal loadout facility for Hazleton Shaft at Hazelton. These new customers will result in hundreds of cars per year of new business for the Reading and Northern Railroad.

One additional point that ties into our success story is the diversity of our business. We now have seventy active customers located along our railroad, and we handle over thirty five different commodities. Pulp and paper is our largest commodity group consisting of over thirty five percent of our carloads. However, even within this group there is a great deal of diversity: printing paper, pulp, linerboard, and scrap paper, of various grades and sizes are delivered to twelve different customers. This diversity means we are not overly dependent on the fortunes of any one commodity, customer or group of customers. The year 2016 was a good example of this concept. Until late in 2015 we handled a considerable amount for frac sand. Overnight gas drilling in our area plummeted and our frac sand business along with it. Even though the loss of this business hurt, we were able to offset it with new business and ended the year busier than ever.

As part of our effort to encourage companies to locate along our railroad, we recently revised and improved the "Industrial Development" section of our web page which now lists all of the available properties along our railroad, with their attributes and overhead color photos. We plan to continually update this site as additional properties become available.

We are continually working to expand our customer and commodity base, and diversify our business. 2017 looks promising in this regard as we are working on several new projects, and we also learned recently that two of our existing customers plan to significantly expand their operations in 2017. ♦



RBMN train with three loaded center-beam lumber cars.

Forest Products Year in Review

BY: RIAN J. NEMEROFF, VP FOREST PRODUCTS

The Forest Products business at the Reading and Northern Railroad (RBMN) has long been an important part of our franchise. Ever since RBMN took over exclusive service to Procter & Gamble's huge paper products facility at Mehoopany in 2000, the Forest Products business has been one of the core pillars of our success. Over the years RBMN added more resources to manage all of its business, including the decision to hire retired P&G veteran John Hamm in 2010 to assist with the management of P&G.

Last March, RBMN hired me to join the team. Wayne Michel was familiar with my work at Conrail in Forest Products and with my prior background working for forest products rail users. When I was hired, I was told to manage and grow the franchise and that is what I have set out to do.

I have been busy visiting and learning about our Forest Products customers. I have now visited every customer at least once and developed relationships with them as well as many of their suppliers. Part of my mission is to find opportunities to work together to consolidate more raw material and finished product in railcars. That mission is made easier because our customers repeatedly tell me how much they like our train service, our emphasis on scheduled deliveries within a two-hour window, our flexibility with extra switches and the dedicated customer service professionals at Port Clinton.

Last year was an especially interesting time for the Forest Products portfolio because of our takeover of service to the Humboldt Industrial Park in West Hazleton. As a result of that acquisition we added six new Forest Products customers to our network.

At this time, we have a strong Forest Products portfolio transporting rail carloads of wood pulp, recovered (recycled/waste) paper, containerboard, printing paper and lumber to customers with rail sidings. On our Lehigh Division, we also deliver railcars of Forest Products to two rail-served public warehouses, Kane Is Able, located in Scranton, PA and Old Forge Warehouse owned and operated by the RBMN located in Old Forge, PA. These warehouses deliver products including Forest-based to customers far and wide in both railcars and trucks. Humboldt also has a rail-served public warehouse, Karchner Logistics, with multiple buildings.

In total on the RBMN, we now have three warehouse locations that may be of interest to prospective customers either with or without rail sidings.

The year 2016 ended up being a great year for the Forest Products portfolio. From 8,000 carloads in 2015 we grew to well in excess of 10,000 carloads in 2016. While much of this growth can be attributed to the new Humboldt customers, we also had growth with existing customers, such as Packaging Corporation of America near Reading, which enjoyed another record year of rail deliveries. And we added a new Forest Products customer to our railroad in the Scranton area, 7D Wholesale.

The future looks very bright. Thanks to our exceptional service, our existing customers plan on increasing their rail use in 2017. Our success is not a surprise. After all, as soon as I saw my first pay check I realized how important the customer is at RBMN. On the check, our owner, Andy Muller, Jr. has printed: "Whatever success I have had was due to my attention to my customers." This sentiment permeates our entire company. ♦

Reading & Northern Human Resources

Looking Back on 2016



From left to right: Tyler Glass; Executive VP of Operations, Aaron Aigledinger; Conductor, Christina Muller-Levan; VP of Administration, Crystal Arndt; HR Administrator
In this picture: Human Resources is conducting a positive six month review with Aaron.

BY: CRYSTAL ARNDT, HUMAN RESOURCES ADMINISTRATOR

Human Resources had a wonderful year with some exciting changes. At the beginning of 2016, we were located in a busy office area, with a lot of foot traffic. While there was always a way to reach out to HR, we were very happy to be able to move to a more private location in the Port Clinton offices where we are easily accessible for all employee needs.

After the move, we sent a memo out to all employees telling them of our new location and inviting them in. Christina Muller-Levan; VP of Administration and I are very happy to see that we have received more visitors and made connections with employees. We continue to serve as an advocate for our fellow employees with their needs and concerns and are also pleased to help management with their day to day needs.

Along with our goal to become more accessible to employees, we are also excited about the growth we have seen in 2016. Our number of RBMN employees has grown by nineteen percent last year, with a ninety-nine percent retention rate on employees with one or more years of service. Our LGSR division has grown by twenty-four percent last year, with a one hundred percent retention rate. While our Reading Jet Center, Reading Jet Maintenance, and Moon Lake Ranch divisions have not grown in employee numbers, they have successfully held a one hundred percent employee retention rate throughout last year.

RBMN has been recognized as a family-oriented company. When companies continually grow as fast as we have, they tend to lose that close-knit family feel. I am proud to observe that we have maintained so much of our family-oriented feel through this growth and I see how much that means to our potential candidates who are seeking employment with us. Between our culture, benefits, and word of mouth, our application pool never runs shallow and we are able to find some of the best candidates in the area. I have no doubt that our employees, old hires and new, will continue to be a part of RBMN's success! ♦



Humboldt Crew Quarters, West Hazleton, PA.

2016 Passenger Season Second Consecutive Year Over 100,000 Riders

BY: MATT FISHER, PASSENGER GENERAL MANAGER



Passengers exiting the train at Minersville. For every paying adult, a child 3 to 12 years old rode the Santa Train for free this past Christmas Season.



Bikes are loaded on a warm, sunny day at Jim Thorpe Station to embark on the twenty five mile Bike Train adventure to White Haven. Picture by Scott Herring of "Hardcoal Chronicals".



Scenes of progress on a visit to the future site of Reading Outer Station on Route 61 and Bellevue Avenue seen January 1, 2017.



The interior of First-Class Car 3 showing the elaborate attention to detail. Tickets for this car will be available for the Fall Foliage trips this October.

The Passenger Department continues to grow on the Reading and Northern Railroad. In 2016, the Jim Thorpe Lehigh Gorge Scenic Railway trains were more formally split from the passenger activity on the Reading and Northern Railroad. The LGSRY.com website now focusses completely on trips that depart from Jim Thorpe including Lehigh Gorge trains, Hometown High Bridge trains, and Bike Trains. All other passenger trains on the system are now described under RBMNR-PASSENGER.com including Fall Foliage trains from Port Clinton to Jim Thorpe, RDC trips, and special Easter and Santa Train events. The split makes it much easier for our riding customers to understand which location hosts specific trains.

The 2016 calendar year had the most riders in the thirty one year history of the passenger department with well over 100,000 riders. Highlights included a very strong business on the Jim Thorpe Lehigh Gorge Scenic Railway trains. On the LGSRY, nearly 85,000 took the regular gorge train, Hometown High Bridge, or White Haven Bike Trains. This is up approximately seventeen percent from the 70,000 people who rode those same trains in 2015. Business continues to boom at Jim Thorpe making it similar to the days in the late 1800s when thousands of tourists visited the small town on the weekends.

In 2017, after Winterfest in February, two weekends of LGSRY Easter Bunny trains will depart from Jim Thorpe in April. The first twenty five mile White Haven Bike Train will return late April. The sixteen mile long gorge trains will resume operations May through December and will again feature "Ride and Bike" options to Old Penn Haven on the gondola car and caboose seating for up to six people. This coming June, LGSRY trains will operate Fridays through Sundays. New for 2017 from July through Labor Day, trains will operate in Jim Thorpe every day of the week. Also look for steam on Memorial Day weekend and Labor Day weekend in the gorge.

The Reading and Northern passenger department saw many strides of growth in 2016. The main offices for the Passenger Department were moved out of Port Clinton to the beautiful train station in Schuylkill Haven. The stone building dates back to 1901 and was purchased from the borough of Schuylkill Haven to serve its original purpose being a centerpiece of the town and periodically serves passenger trains to various destinations.

The biggest announcement of 2016 came when the Reading and Northern railroad purchased over two and a half acres of land in Muhlenberg Township (just north of the city limits of Reading). The site is now seeing renovations that will allow for construction of the new Outer Station. Although the original Reading Outer Station dated back to the 1870s and has been gone for decades, the Reading and Northern's new Outer Station will be an important landmark in Berks County which will serve the Reading area with destination trains to places north on the system including Jim Thorpe.

The highlights of passenger service on the Reading and Northern included new RDC trains in 2016. This commuter-like service was an instant hit with nearly every train selling out. By October, there was a record eight Port Clinton to Jim Thorpe Fall Foliage trains in 2016. These trains had choice of coach seating, Pullman rooms, and the new Car 3 First Class Parlor Car seating. Also, the Santa Specials returned to Tunkhannock, Pottsville, Minersville, Schuylkill Haven, and Tamaqua. The Reading and Northern Railroad also hosted two trips for its freight customers. One this past summer in the newly acquired Humboldt Industrial Park and one in fall from the freight headquarters in Port Clinton to the Hometown High Bridge. It is always an honor hosting the local freight customers and political leaders of Eastern Pennsylvania.

The RDCs will return to serve destinations in Schuylkill County and Jim Thorpe in 2017. By Memorial Day weekend, trains will run selected weekend dates from Outer Station to Jim Thorpe among other locations. Look for nine total Fall Foliage trips in 2017 which will depart both Port Clinton and Outer Station for Jim Thorpe. Some will be steam and some will be diesel. Tickets for Fall Foliage trips will go on sale by summer and will sell out quickly! The Santa Trains will return to Tunkhannock, Schuylkill County, and for the first time, Berks County at Outer Station.

Finally, the dedication and persistence of our staff must be recognized. The continued growth over the last few years is mostly due to the fantastic staff of the railroad. We hired over five new employees in 2016 and will hire nearly the same amount in 2017. On a personal note, Bob Dash, who worked over twenty seven years since the Blue Mountain and Reading days, retired in 2016. Thanks for all the great times over the years. The rest of us in passenger look forward to growing the service in Jim Thorpe under LGSRY and system wide on the R&N in 2017. For updates, please call 610-562-2102. You can find more information online at www.lgsry.com and www.rbmnr-passenger.com. ♦

EMPLOYEE SPOTLIGHT

BY: CRYSTAL ARNDT, HR ADMINISTRATOR

Congratulations Liam!



From left to right: Erik Yoder; VP of MOW and Liam Marsh; Intern

I am pleased to introduce this quarter's "Spotlight Employee"; Liam Marsh. Liam is currently a part-time Intern at RBMN. Prior to joining us last May, he operated a small junk removal company named "Cart Out Junk Removal". Liam is also a full-time student at Penn State University.

Liam was born in San Francisco, California and raised in Bethlehem, Pennsylvania since he was six years old. He graduated from Notre Dame High School in Easton, Pennsylvania and intends to graduate from Penn State University in 2019.

Liam loves his Jack Russel/Terrior/Pug mix; Zeus, even though he can be a nightmare sometimes. His family also includes a sister; Mackenzie, who is a senior in high school and his parents; Tim and Cindy. Liam's parents are also in the logistics industry, he is trying to follow the family trend.

In the limited free time that he has, between working at the railroad and attending college, Liam enjoys traveling and going to sporting events. His favorite is football. He says: "I am grateful for being able to be a part of the railroad, and especially grateful for the help of Erik (Erik Yoder-VP of MOW) and Justin (Justin Levan - VP of MOW; Special Projects). I have been able to learn a lot by assisting them with even the smallest of tasks. They are helping me build a strong foundation for my future career that I hope to have with the RBMN." Congratulations Liam!

(As the "Spotlight Employee," Liam is eligible to receive a \$50.00 gift certificate to dine at a local restaurant of his choice, however he asked that we donate the money to a local animal shelter instead.) ♦

Happy Birthday!

DEC. 12	SUSAN LUDWIG	JAN. 29	ANGELA POTTS	FEB. 26	CAROL MULLER
JAN. 1	LOUIS BUGNO	JAN. 29	RAYMOND SCHWENK	FEB. 28	STEPHEN GILBERT
JAN. 1	BRIAR STERN	FEB. 3	ANDREA COLLER	FEB. 29	JOHN SMOLCZYNSKI, JR.
JAN. 2	DUSTIN BERNDT	FEB. 5	MICHAEL PAINTER	MAR. 1	MATTHEW FREDMONSKI
JAN. 2	NANCY WALAITIS	FEB. 6	LIAM MARSH	MAR. 2	STEVE BALTHASER
JAN. 2	LARRY WELLER	FEB. 7	JOHN SMOLCZYNSKI, SR.	MAR. 3	DAN PUKSAR
JAN. 3	NICHOLAS ALBERSWERTH	FEB. 8	JAMES CERULLI	MAR. 3	DARNELL YOUNG
JAN. 4	STANLEY BURCZY	FEB. 9	JAMES COOK	MAR. 3	JOSEPH ZIMMERMAN
JAN. 5	JOSEPH GRAMLICH	FEB. 9	AMY MILLER	MAR. 8	JAMES DANNER
JAN. 5	CURTIS WILLIAMS	FEB. 11	MICHAEL KOHL	MAR. 12	BEAU BUECHLE
JAN. 6	RYAN LAMM	FEB. 12	BENJAMIN COLE	MAR. 19	MARY CULP
JAN. 12	RONALD DELUCA	FEB. 12	DUANE ZIMMERMAN	MAR. 20	NATHAN BISSEY
JAN. 15	KEVIN FRY	FEB. 15	MATIA MULLER	MAR. 20	MATTHEW MIZIKOSKI
JAN. 16	DANIEL GILCHRIST	FEB. 17	DAVID EVELY	MAR. 22	RICHARD BERNHARDT
JAN. 17	DAVID LAPALLO	FEB. 17	MARGARET SMITH	MAR. 23	WALTER GRUESEL
JAN. 17	ELIJAH WILSON	FEB. 18	BILL FREDERICKSON	MAR. 24	REESE MULLER-LEVAN
JAN. 17	MARIE KNADLER	FEB. 21	KENNETH MILLER	MAR. 24	RYAN RUPPRECHT
JAN. 21	SABINE FIDLER	FEB. 22	TYLER GLASS	MAR. 29	COLTON MULLER-LEVAN
JAN. 22	MICHAEL CAPRON	FEB. 24	JONATHAN BARKET	MAR. 29	ELIZABETH NEIFERT
JAN. 27	CHRISTOPHER MADDOCK	FEB. 25	DANIEL HOSLER	MAR. 29	BRANDON WAGNER
JAN. 28	JOHN WASSEL	FEB. 25	BRENDE STUFFLET, JR.	MAR. 31	JOLENE FAY

RBMIN HOLIDAY CELEBRATIONS



From left to right: Tammy Debkowski; Finance Manager – RJC, Alicia Borger; Customer Service Manager – RJC, Christina Muller-Levan, President-RJC/VP of Administration – RBMN



Mario Carannante dancing with his wife; Tammy Carannante and fellow co workers



Holiday Party 2016 – crowd picture



From Left: John Smolczynski, Jr; Engineer/Dispatcher, Jessica Matuella with husband: Joseph Matuella; Operations Administrator, Carter Jones; Engineer



From left to right: Larry Yoder; Aircraft Sales – RJC and Dean Hornig; District Manager for AvFuel



From left to right: Beverly Hess; Director of Employee Relations, Rian Nemeroff; VP of Forest Products, Diane Glass, wife of Tyler Glass; Executive VP of Operations



Ugly Sweater Participants: Kneeling from left to right: Liam Marsh; Intern, Sabine Fidler; Administrative Assistant/Receptionist, Steven Werley; Coal Manager Standing from left to right: Jolene Fay; Real Estate Office Manager/Records Archivist, Susan Ludwig; AVP of Customer Service, Katherine Bonner; Purchasing Agent, Andrew Muller, Jr.; CEO, Lori Chinchar; Customer Service Manager, Kristina Huskey; Customer Service Manager, Tammy Debkowski; Finance Manager- RJC, Crystal Arndt; Human Resources Administrator, Andrea Collier; VP of Finance, Diane Leiby; Payroll Director, Denise Kacsur; A/R Manager



Liam Marsh; Intern with his date: Victoria Ganter-Kelly



Front: Kevin McArdle, date of Lori Chinchar; Cust. Service Manager. Back: Tom Stemko; Car Shop Manager with his date Holly Richardson



Daren Geschwindt; AVP of Merchandise Traffic and his wife – Ann Geschwindt



From left to right; Melanie Hahn with her date: John Dubick; Carman, Jim Somers; Assistant Car Shop Manager, Tracey Handling with husband: Bradley Handling; Transload Operations Manager, Germaine Somers; wife of Jim Somers, John Byassee; Carman and his wife - Ashley Byassee

RBMN ANNIVERSARIES ACKNOWLEDGED

20 YEARS



November 5th, 1996
Michael Sharadin
AVP of Coal - Traffic

10 YEARS



October 30th, 2006
Aaron Schlosser
Dispatcher - Operations



October 30th, 2006
John Smolczynski, Jr.
Engineer/Dispatcher - Op.

5 YEARS



October 3rd, 2011
Steven Werley
Coal Manager - Traffic



October 12th, 2011
Susan Ludwig
AVP Cust.Service - Traffic



November 8th, 2011
Eugene Boyle
Conductor - Operations



December 19th, 2011
Mario Carannante
IT Administrator - IT



December 27th, 2011
Adam Stump
Mechanic - Mechanical

3 YEARS



December 2nd, 2013
Denise Kacsur
Accts Payable Mgr - Finance

1 YEAR



October 8th, 2015
Larry Fisher
Car Host - LGSR



November 16th, 2015
Charles Trusdell
Locomotive Engineer - LGSR

WELCOME ABOARD NEW EMPLOYEES



Joel Wenrich

Joel Wenrich was recently hired as a Mechanic within our Mechanical Department. He attended Hamburg Area High School and Berks Career and Technology Center. Prior to working at RBMN, Joel was a Tire Technician at Kantner's Tire for five years and a Mechanic at East Penn Manufacturing for six months.



Dakota Reber

Dakota Reber was recently hired as a Track Worker/Inspector within our MOW/RE Departments. He attended Blue Mountain High School. Prior to working at RBMN, Dakota was a Groundman for Miller Brothers Electrical Contractors.



Adult snapping turtle.

Red Creek Wildlife

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF REDCREEK WILDLIFE

Red Creek has been rehabilitating all species of Pennsylvania wildlife since 1991. Throughout those years "all species" have included birds, mammals, reptiles and even one lunar moth.

A few years ago it became impossible for us to keep that promise of rehabilitating all species. Pennsylvania's regulations on possessing reptiles and amphibians changed, and permits were not made available for the rehabilitation of those species. Several attempts by the Pennsylvania Wildlife Rehabilitation and Educations Advisory Council failed to get a permitting process in place and rehabilitators who continued to receive reptiles faced possible prosecution.

Early in 2015, Red Creek testified before the Pennsylvania Fish and Boat Commission on the necessity of rehabilitation services being available for reptiles. Within a few months a permit program was created and one of Red Creek's rehabilitators, Kat Hummel, became the first in the state permitted to rehabilitate reptiles and amphibians. Several rehabilitators in Pennsylvania have since applied and are now rehabilitating reptiles as well.

In an effort to expand these service to other locations, and to help others gain the knowledge needed to be granted permits, Red Creek invited Harriet Forrester, a nationally renowned reptile rehabilitator from New Jersey, to conduct classes in Pennsylvania. The basic and advanced classes attracted over seventy students from around the state. Char-Will German Shepard Rescue in New Ringgold donated the classroom space needed for the large number of students.

Rehabilitating reptiles takes special training. For example, an adult snapping turtle arrived after being hit by a car. Its shell was scraped and fractured. The turtle needed antibiotics, good nutrition and time to heal. It also needed frequent bandage changes. Experienced handling was necessary to avoid injury both to the turtle and the handler.

The turtle remained at Red Creek for four months until its wounds healed completely. It was returned to the waterway from which it came, an important step in helping the turtle survive, and in protecting the environment from the spread of disease.

The need is great! In this past year, Red Creek received fifty-five turtles and snakes plus one golden frog. Forty-two of these were able to be saved: a seventy six percent success rate. That is forty two animals that could not have legally received treatment just two years ago!

As we begin the new year, Red Creek can go forward once again keeping its promise of rehabilitating ALL species of wildlife: birds, mammals, reptile and amphibians... and yes the occasional lunar moth. ♦



Patch, the eastern box turtle, a Red Creek ambassador.





Santa Claus made a special stop in Ainsworth, Nebraska to visit with Jerrod and Tinley Buechle, the grandchildren of Gene and Rhonda Buechle.



Children gather to visit with Santa and his eight tiny reindeer at the Spring Creek Indian School.



Dasher, Dancer, Prancer, and Vixen in Ainsworth, Nebraska!



Children taking the reins in Santa's Sleigh in Winner, South Dakota!

Moon Lake Ranch, Nebraska

BY: RHONDA BUECHLE, ASSISTANT MLR MANAGER

Moon Lake Ranch (MLR) began as a cattle ranch in 1950 in the Sandhills of Nebraska. It is located thirty miles south and west of Johnstown, Nebraska.

MLR was purchased twelve years ago by the Muller family from Pennsylvania, and it began its transition from a cattle ranch to a beautiful wildlife ranch. The ranch now includes bison, elk, reindeer, mountain goats, and bighorn sheep. All these animals have babies every spring, and of all the animals the reindeer take the most care. The babies are born in April and go into the barn and are penned separately as sometimes the babies do not get up for a day or so, but the mama will curl up beside her baby so they can nurse. Usually after several days they are turned back with the herd and are ready to begin their lives. All baby reindeer are born black in color and are all legs and pads (feet).

Gene Buechle has been the manager of MLR since purchased by the Muller family. He grew up on his father's ranch just north of MLR and lives there still today. He worked on the cattle ranch off and on all his life, so he knows the MLR like the back of his hand.

Rhonda Buechle joined the MLR team three years ago and works alongside her husband Gene.

Jim Mizner has been a long time employee, who started back when it was a cattle ranch and stayed on with the now MLR. Jim has been there approximately twenty six years.

The ranch also has another two full time employees. There is much work to be done on a daily basis, especially in the spring when all the babies start to arrive. There is also many miles of fences to be checked and repaired.

Santa's Reindeer, compliments of Moon Lake Ranch, have visited with numerous communities in our area for the past five years. We travel approximately a 200 mile radius in north central Nebraska and south central South Dakota. Last year in 2016 there were over 600 children that came to see Santa and the reindeer. Our stops include Valentine, Springview, and Ainsworth, Nebraska, and Winner, South Dakota. We also visited the Spring Creek Indian School on the Rosebud Indian Reservation near St. Francis, South Dakota. This was a little farther than our usual destinations, but when they called and told us many of these children have never had an opportunity to be off the reservation let alone see a "real live reindeer", we wanted to share this experience with them. They were all so very appreciative and the children loved them, along with the elders of the tribe. Just being able to sit in the sleigh (also provided by MLR) and see the reindeer up close brought so much enjoyment to them and us. The teachers told us "these kids will talk about this all year long." The Muller family and the Railroad also provide candy to give out to all the children, including candy canes and Christmas lollipops.

Thank you so much to Andy and Carol Muller for allowing us to contribute to our surrounding communities by sharing their reindeer during the Christmas season. You will never know how much all, young and old, love seeing them. The children's questions about the reindeer are so serious and you need to be a quick thinker to respond to some of them. Gene, Rhonda, and Richard Keller are "great elves" and question solvers. They all want to know which one is Rudolph, to which we answer, "Rudolph is at the North Pole resting up for his upcoming journey! But Missy, Rudolph's mom is right here." All are content with that answer!

Gene and I love our jobs at MLR. We couldn't ask for better "bosses", if we have to call them that. More like friends! ♦

Reading & Northern's Family Recipes

Sabine Fidler, Administrative Assistant, shares a popular recipe in her household, Garlic "Fries". She writes, "This delicious recipe satisfies a craving for French fries, and it's easy to make. I've modified it so it's even healthier than Ellie's recipe!" Thank you, Sabine, for sharing this healthy version of an American favorite! We would like to encourage everyone to send us their favorite family recipes to sfidler@readingnorthern.com!

Garlic "Fries"

Garlic "Fries" (2006) Courtesy of Ellie Krieger-Certified Nutritionist, Host of Food Network's "Healthy Appetite", and New York Times Best Selling Author

Ingredients

- 3 cloves of garlic, minced (I use 5 cloves of garlic.)
- 2 tablespoons canola oil (I use avocado oil.)
- 3 large baking potatoes, 12 ounces each (I use organic potatoes.)
- ½ teaspoon salt (I use pink Himalayan sea salt.)
- 1 tablespoon finely chopped fresh parsley leaves (I use organic parsley.)

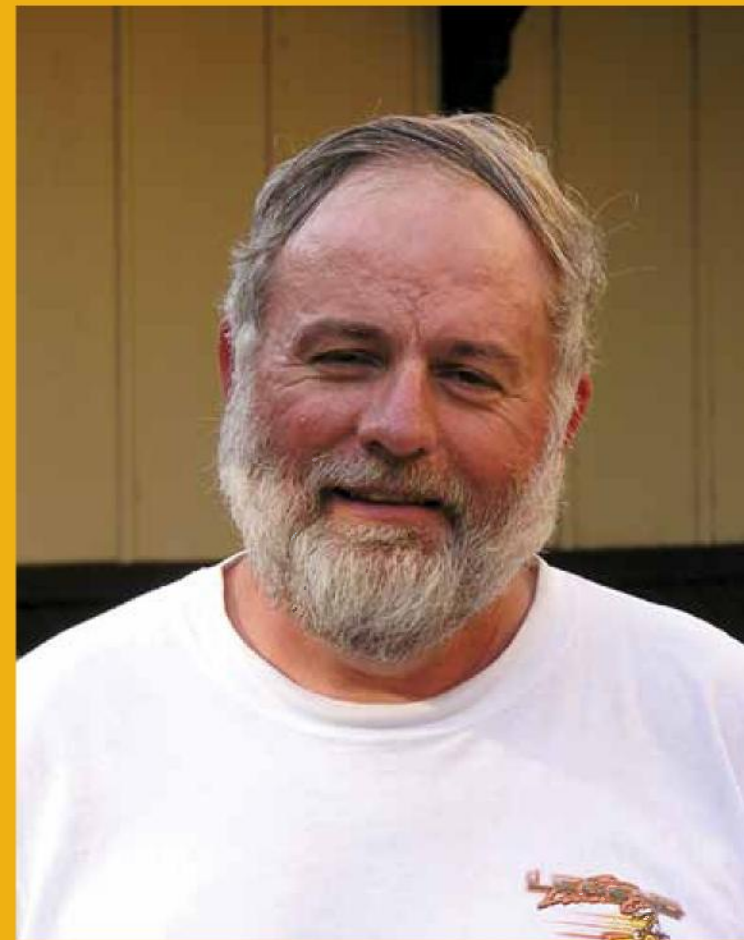
Preheat oven to 450°F.

Heat the garlic and oil in a small saucepan over medium heat for 2 minutes. Strain the garlic from the oil with a small mesh strainer. Set both garlic and oil aside.

Cut the potatoes into ¼ inch sticks. In a large bowl, toss the oil, potatoes, and ½ teaspoon of salt. Spray a baking sheet with cooking spray, and spread the potatoes onto it in a single layer. Bake until golden crisp; about 35 minutes.

Remove potatoes from the tray with a metal spatula. Toss with reserved garlic, oil, and additional salt to taste.

Serve immediately.



Happy Retirement Rich Bader!

Richard "Rich" Bader retired in mid-December after twenty nine years on the railroad. Rich started his career part time on the Blue Mountain and Reading Railroad as a Car Host in June 1987 and soon thereafter was promoted to a Conductor. In December 1990 Rich joined the railroad full time when the Reading, Blue Mountain, and Northern Railroad was formed. Rich's laid back and unique personality made him very easy to work with. While we are sad to lose his vast experience we are happy that Rich is able to retire on his own terms.

Congratulations Rich!

Wellness Corner

BY: SABINE FIDLER, ADMINISTRATIVE ASSISTANT

**Snowball fights,
A runny nose,
Winter's here,
Can't feel my toes!**

— Rusty Fischer

With Rusty's ingenuous reminder that winter weather is upon us, this issue of RBMN's Wellness Corner is dedicated to ensuring the preparedness and safety of our family and friends during the winter season.

Tom Wolf says, "As governor, my top priority is the safety and well-being of all Pennsylvania citizens." Under his tutelage, state agencies have provided the following tips for aiding Pennsylvanians in preparation for severe cold and inclement weather: Preparing for a Winter Emergency, Staying Healthy this Winter, Travelling Safely in Winter Weather, and Preparing Your Home for Cold Weather.



Preparing for a Winter Emergency

- Always keep at least three days' worth of water and non-perishable food in your home for your family and pets.
- Double-check your family's emergency supply kit before winter approaches and add the following supplies to prepare for winter weather: rock salt to melt ice on walkways, sand or other material to improve traction, snow shovels and other snow removal equipment, portable or hand-cranked cell phone charger, battery-operated or hand-cranked lights and radios during power outage occurrences, and ample clothing and blankets to keep you and your family warm.
- Make an emergency plan for your family, and review it with all members of the family.

Staying Healthy this Winter



- Get a flu shot.
- Stay warm. Exposure to cold temperatures can cause serious or life-threatening health problems such as frostbite and hypothermia.
- Check on infants and older citizens frequently, since they are at greater risk of developing serious cold-related health problems.
- When venturing outdoors, cover all exposed skin with scarves, hats, gloves, etc.
- Prevent snow removal injuries; and if you or a loved one has shortness of breath, chest pain, or other symptoms of a heart attack while shoveling snow, call 911 immediately.
- When shoveling, push snow instead of lifting it. When lifting, bend your legs and not your back. Avoid twisting motions that can cause back stress.
- Follow all safety instructions when using a snow thrower.
- Never use a camp stove, electric generator, or similar devices indoors near vents or windows since they generate carbon monoxide which is a deadly, colorless, odorless gas that builds up in enclosed spaces



Travelling Safely in Winter Weather



Although PennDOT suggests motorists avoid travelling during winter weather whenever possible, motorists who must trek on the roadways are urged to use caution while doing so.

- Slow down gradually, and drive at a speed conducive for conditions.
- Engage your headlights.
- Remain in your lane.
- Increase your following distance.
- Stay alert, be patient, and keep looking as far ahead as possible.
- Since your full attention is necessary, reduce in-car distractions.
- Use wipers and defrosters.
- Maintain windows free of snow and ice.
- In the event of whiteouts, come to a complete stop only when it is safe to get as far off the road as possible or when there is a safe place to exit the roadway.
- To avoid a chain-reaction collision, do not stop in the flow of traffic.
- Do not speed up to get away from a vehicle that is following too closely or pass a slow-moving vehicle.
- Never drink and drive, and always fasten your seat belt.
- Never use a camp stove, electric generator, or similar devices indoors near vents or windows since they generate carbon monoxide which is a deadly, colorless, odorless gas that builds up in enclosed spaces.



Preparing Your Home for Cold Weather

The DEP encourages citizens to winterize their homes which in turn uses less energy and costs less money.

- The most cost-effective way to save energy in your home is to insulate and air seal.
- If you have a furnace, have it checked by a heating professional. This will make the unit more efficient and provide peace of mind that it is running safely. A heating professional should check the exhaust flue and venting to prevent carbon monoxide poisoning. Make sure to replace the air filter as directed to keep the air in the home clean and the unit running well. A properly maintained furnace can result in a ten percent decrease in fuel consumption.
- Set back the thermostat when you're not home; each degree lowered can save up to 3 percent on heating.
- Weather-strip windows and exterior doors where you can feel air leaking.
- Use the sunlight to heat your home by opening the curtains on south-facing windows during sunny days, and close all curtains at night.
- Do not heat unused spaces other than as needed to prevent freezing of pipes. Close vents in unused rooms.

<https://www.governor.pa.gov/governor-wolf-provides-pennsylvanians-tips-for-preparing-for-winter-weather/>

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



On a rainy January afternoon, the Steam Locomotive No. 225 makes its debut along the intersection of Route 61 and Bellevue Avenue, Muhlenberg Township, at the site of the future RBMN Outer Station.