

# R & N Magazine

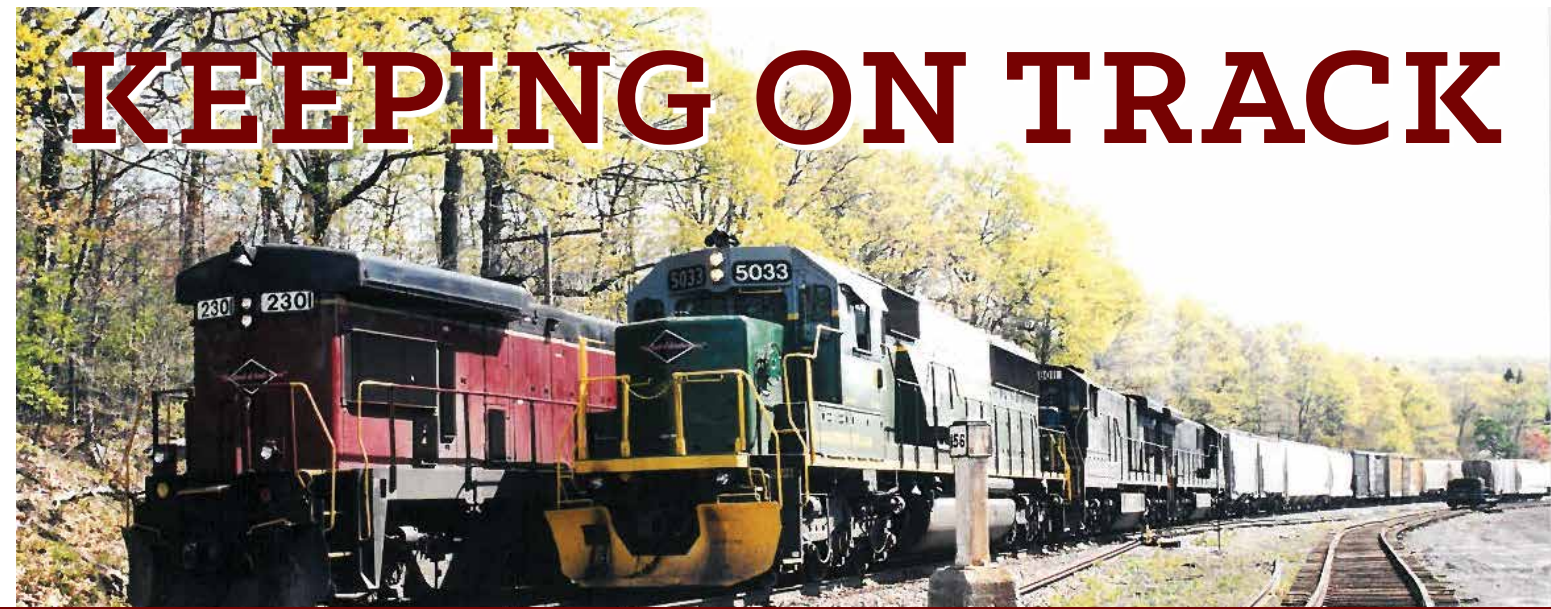
Official Magazine of the Employees and Customers of the Reading & Northern Railroad

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## COVER PHOTO

The first beam of the Nesquehoning Bridge lifted for setting on the morning of July 11, 2019. The Coalport Bridge, Mainline Milepost 124.24 is seen in the background.

## EDITORS

JOLENE BUSHER • SABINE FIDLER • TAYLER HAUPT

ALL PHOTOS ARE THE PROPERTY OF THE RAILROAD UNLESS OTHERWISE MENTIONED. THIS MAGAZINE IS PROUDLY PRINTED ON RECYCLED PAPER.

Twenty years ago railroading changed dramatically. Conrail, the largest freight railroad in the northeast, was basically gone. Its assets were divided between Norfolk Southern and CSX with a few small markets remaining as a shared assets Conrail.

June 1, 1999 was known as Split Day and it was a day that would forever change the life of the Reading & Northern.

RBMN had had an exceptionally close relationship with Conrail. Andy Muller and I met around 1988 when he began coming to Philadelphia to introduce himself and inquire about buying rail lines. At that time I ran Conrail 's line sale program, which was the most massive sale and abandonment program in railroad history. Once Conrail decided to sell the Anthracite lines I decided to give Andy a chance to prove that he could buy and operate the lines. He persuaded Conrail to give him a chance and the rest is history as he purchased the Reading Cluster in December of 1990.

A few years later when Conrail asked me to dispose of most of its non-core lines as well as create a new Shortline program, we chose Andy to buy the entire Lehigh Line between Allentown and the NY border. We also chose him to be a charter member of CONRAIL EXPRESS. In August of 1996 Conrail sold Andy the Lehigh Middle segment. When Conrail announced its intention to merge with CSX a few months later the sale of the remaining segments of the Lehigh Line was put on hold. That hold became permanent as those lines were ultimately transferred to NS after Split Date. Thus, from day one the shift from Conrail to NS was having a huge impact on RBMN.

Split Day also had a huge impact on my life. Between a recent divorce and the dissolution of Conrail I was in many ways starting over. I had worked steadily my whole life, and I wasn't working, and I hadn't lived by myself for a long time and I was now alone in a new apartment. Nonetheless I was in good spirits and looking forward to new beginnings. I had decided I did not want to return to the practice of law and I

did not want to leave Philadelphia. So I decided I would be a consultant helping shortlines, especially the Conrail shortlines that I had gotten to know during my career.

It was in that environment that Andy and I reconnected. Shortly after the split I got a call asking if I would come visit Andy and his team at the Reading and Northern. Not surprisingly we had a great meeting and I started helping RBMN navigate the post Conrail world.

Initially I consulted for RBMN and a couple of other shortlines, but in time it became clear that I should focus my energies at the RBMN. The transition to NS came with a number of difficulties, many of them cultural. NS managed shortlines very differently than Conrail and there was a need for both of our companies to learn to work with each other.

But RBMN had more concrete concerns. NS was unfamiliar with the anthracite business, which was RBMN's core, and there were some difficult months as we sought to explain the differences between the carload type business at RBMN vs the NS unit train business. With the help of Rich Timmons, who handled government affairs at the time for NS, we were able to arrange for RBMN to buy a fleet of open top hoppers to handle the business. We also were able to get NS to rollback a series of large rate increases that threatened the viability of the business.

We hired Dan Gilchrist to assist me and Jim Raffa in marketing and sales in December on a part time basis and Dan immediately went to work stabilizing our existing business and looking for new opportunities.

Andy and I decided that the management team needed to be significantly changed so we promoted from within and replaced most of the old leadership. Within a year we had a coherent team working together to build on Andy's solid foundation.

As Danny's article notes we then began working with P&G to address their service concerns. Ultimately we made a deal with NS and P&G to take over exclusive service to Mehoopany,

which was a huge get for our company. Shortly thereafter Dan developed the award winning sand/stone backhaul move with Berks Products and our foundation stabilized.

During this time I worked closely with NS people, especially in the shortline group, to develop a better relationship. And over time things improved. We began to understand the NS way of doing business and I was able to explain to NS the different agreements and arrangements Conrail had with the RBMN.

Over the next few years RBMN's relationship had its share of highs and lows. We worked together to get NS to use our Lehigh Line for trackage rights trains and to develop new business. On the other hand NS diverted our haulage business that we had been handling successfully since 1996.

Through the ups and downs there were some constants. First, after the initial rough start with the Coal group, we developed a fantastic relationship with that team. They constantly supported our efforts to grow the business, and grow it we did. Second, we always had great relationships with the local operating team. No matter who was the local division superintendent RBMN was always treated with respect and cooperation.

In time our relationship with NS flowered. NS saw us grow business by making constant investments in our tracks and equipment and since NS shared in that growth our relationship improved.

Over the last few years that relationship has entered a new, more mature phase. Since NS asked us to become an interline partner we have been able to work more closely and directly with the business groups.

Today I believe NS appreciates what we bring to the table. NS knows that we offer guaranteed two hour service windows to all of our customers as well as extra switches at no cost. NS knows that we constantly invest in our infrastructure, especially our Lehigh Line, which NS still uses for trackage rights trains.

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NS knows we are very aggressive in industrial development, including making major investments in sidings and equipment. NS knows we are constantly looking for ways to grow our shared business via warehousing and transloading. And NS knows we have invested in our marketing resources by bringing Rian Nemeroff and Bill Clark to join our team while also substantially growing our customer service resources.

So twenty years after Split Date I can report a very happy ending. RBMN is doing great and our relationship with NS has never been better.

On a personal note I have never been happier. Nine months after joining RBMN I met the love of my life, Ronda. We got married on Andy's private train in January of 2001. And to complete the fairy tale we have been living happily ever after.

And so at Split Date plus twenty years RBMN can celebrate. We have never been as successful, as

profitable, as well managed, as well maintained and resourced as we are today. Our relationship with NS is excellent. And our future looks extremely bright.

The moral of the story is if you work hard, stay focused, and keep on track good things will happen. Especially if you have an entrepreneurial leader with a vision and willingness to take risks and spend money to make his vision a reality. ♦

# Operations Since 1999

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

Norfolk Southern took over their portion of the Conrail territories in the Northeast on June 1, 1999. As you can imagine a lot has changed in the industry and at our railroad since that time. Conrail was all we knew, they got us started in the business and we had a great relationship with them throughout their existence.

When you look back at 1999, the pre 9/11 world we lived in felt very different from today's world. Bill Clinton was the President of the United States and one of the biggest concerns at the time was Y2K. My how things have changed.

When I look at our current operation versus that of 1999 the first thing that comes to mind are the people. Some of our current employees had yet to be born, while many were too young to remember the transition away from the days of Conrail. However, there are many among us that do remember and I'm happy to report that it has been a wonderful ride throughout.

In 1999 we had 28 people in the operations department and averaged 45 trains starts per week. Now fast forward to 2019 where we have 56 people and average 95 train starts per week. In 1999 we had five mechanics maintaining a fleet of 15 freight locomotives. Today we have nine folks maintaining 45 locomotives, three RDC Budd cars used in passenger service are included. The signal department consisted of three people maintaining 80 crossing signals and 45 miles of signaled railroad and now there are nine people maintaining 108 crossing signals and 94 miles of signaled railroad.

So how can that be? Well obviously our business grew tremendously, but we also expanded our service to many different areas. I will give a brief overview of the operations as they were in 1999 and touch on some high points in the last 20 years that may give some insight on how we evolved and grew to such a large company.

Our railroad was divided into two large pieces, the Reading Division and the Lehigh Division.

The Reading Division consisted mostly of the

anthracite lines purchased from Conrail in 1990. By 1999 we were well past the days of daily derailments. The business was steady but there wasn't much growth to speak of.

The Lehigh Division was comprised of the Lehigh Line and our northern portion of the system in the Greater Wilkes-Barre/Scranton area purchased in 1996. We had been maintaining whatever business Conrail had on the lines prior to our takeover. The Lehigh Line hosted Canadian Pacific (Delaware & Hudson Ry) as a trackage rights tenant. This consisted of four trains per day over our route. However, shortly after the NS takeover of Conrail, NS worked with Canadian Pacific to route a pair of those trains over the rebuilt Sunbury Line to Harrisburg. This action was an immediate hit to the bottom line as trackage rights revenue was a good source of revenue.

The only signaled territory we maintained was between M&H Junction (Independence Interlocking) and Dupont Interlocking. However, within those locations, the signal system was limited. Track #1 between Dupont and Laurel Run was only signaled in a North direction. Track #2 (Southbound track) was considered out of service at the time. Same is true between Solomans Gap and Crestwood. Track #1 was only signaled in the North direction and track #2 was signaled in the South Direction.

On the locomotive end our freight operations relied on a mix of General Electric and Electro Motive Division (of General Motors) locomotives. This power was based towards mostly lower horsepower roots blown EMD locomotives and a few EMD and GE turbocharged as well. We had six axle locomotives on the roster but they were all tired and toward the end of their lifespan.

In June 1999 our railroad world as we knew it would begin to drastically change.

The transition from Conrail to Norfolk Southern was a little rough, which is not surprising when large business transitions of this magnitude occur.

Railroad mergers are notoriously problematic on the rail network and despite all of NS' planning there were many service meltdowns shortly after the Conrail split which impacted customers and railroads throughout the country. Additionally we had to establish relationships with our new rail partners. NS culture was very different from that of Conrail so communications and points of view were very different from what we were used to. However over time issues were addressed and our mutual focus was providing excellent service to our customers.

Shortly thereafter things began to change.

The Proctor and Gamble plant in Mehoopany was looking for a rail service solution that would meet their expectations. RBMN was chosen and in 2001 we began seven days per week service to them.

Within weeks of the new P&G service we took advantage of some timely Class 1 auctions to upgrade our locomotive fleet. We attended various Union Pacific locomotive auctions in subsequent years and purchased SD40-2 and SD50 six axle EMD locomotives. These locomotives would begin to replace our older GE units and some aging switchers that were no longer getting the job done due to increasing traffic demands.

August 2002 NS began operating a pair of trains over the RBMN route, resulting in four daily trackage rights trains of both Canadian Pacific and NS operating over RBMN's Lehigh Line.

The winter of 2003 destroyed an aged signal telegraph line controlling signals between White Haven and Lehigh. New electronics were installed to get the signal system back in service between M&H Junction and White Haven eliminating the need for signal control wires on the aging pole line. It would be several years later when we were able to also upgrade the signal system south of M&H Junction.

Late 2003 and the early part of 2004 we would see some big changes that would begin to give our railroad a more unified look and feel.



Daren Geschwindt captured this scene in Penobscot in 2001. It shows our locomotive fleet during the transformation to an all EMD roster. The General Electric locomotives were on borrowed time.

Nesquehoning Bridge Phase I was completed. This restoration of an old railroad bridge across the Lehigh River and a new connection to our Lehigh Division would give us a direct connection from the C&S Railroad without using NS tracks or talking to the NS dispatcher. We had trackage rights on the C&S and we also dispatched the operation. Shortly after the bridge connection was completed we built a new connection to bypass a NS owned and controlled interlocking, this new connection and interlocking would be called "Independence". And in early 2004 RBMN took over the management of the freight operations on the C&S as Andy Muller had purchased the interests of one of the original owners of the C&S.

By the mid 2000s business had really started to pick up and was trending in the right direction. Passenger excursions have always been a part of our company since day 1. In May 2005 the Lehigh Gorge Scenic Railway operation would start in Jim Thorpe. This would be the start of what has now become an extensive passenger excursion service that we offer throughout the system and virtually year round. Last year over 140,000 people rode our trains!

In 2006 we replaced the signal system on the eleven mile double track railroad between Dupont and Laurel Run and modernized it with new electronics and a new Interlocking at what is now called Seidel. The signal system was upgraded on both tracks for both north and south directions,

eliminating the need for paper authorities. The new high speed crossover at Seidel as well as the interlocking at Dupont received state of the art microprocessor controlled equipment. Shortly thereafter the four mile double track line between Solomans Gap and Crestwood received an upgraded signal system as well.

In 2009 we installed our first interlocking and signal location on the Reading Division at East Mahanoy Junction along the Main Line. This location was completely rebuilt with a remotely controlled switch and signals controlled by our dispatcher at Port Clinton.

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The purpose of this initiative was to eliminate a heavily used hand throw switch on a grade which greatly improved efficiency so trains would no longer need to stop at this location.

This was only the start to a massive undertaking of signal installation and upgrades. Following East Mahanoy Junction, we began the installation of our Reading Division signal system which would more than double our signal system territory.

In addition to the signal upgrades, our coal business increased in 2010 and 2011 as some major companies began to source anthracite coal. At this time we took on indexing of cars for our coal customers to load for unit train operations. Our unit anthracite coal train interchange at our North Reading Yard greatly increased over the past eight years.

As business continued to grow we looked to add additional locomotives to our fleet. In 2014 we added several EMD GP39 locomotives. Shortly after that, Norfolk Southern had some locomotive auctions where we were able to acquire EMD MP15s and EMD GP38s.

NS purchased 200+miles of the former Delaware & Hudson Railway properties from Canadian Pacific Railway in 2015. This had a very large impact on the Northeast rail scene and in fact it was the largest impact on Northeast rail operations since the Conrail split in 1999. RBMN saw some immediate changes. Taylor Yard near Scranton was now set up as an interchange point. With the exit of CP from the region we saw the end of the CP's two trackage rights trains per day, which meant we were back to just two trains per day operating on trackage right on our system.

On January 1, 2016 we took over service to CAN DO's Humboldt Industrial Park near Hazleton. This expansion ultimately added three crew starts per day and gave RBMN a huge presence in the Hazleton region.

Concurrent with the Humboldt Industrial Park start up we had implemented our Fast Freight network which was designed to expedite freight to and from the interchanges and keep our local trains focused on our scheduled service deliveries. The scheduled service windows are designed to give our customers a two hour service window which we continue to meet 99% of time.

The Positive Train Control (PTC) systems that the FRA required the Class 1s to install had a secondary benefit for the RBMN. Used signals and related infrastructure was readily available for the right price and that helped us expedite the installation of 46 miles of signaled railroad since 2015.

Our operations have expanded greatly and

we have a well oiled network that moves cars expeditiously to give customers the excellent service they deserve and cycle the cars to and from the interchanges as quickly as possible. The train crews do a phenomenal job day in and day out to accomplish what is necessary. With the directional routing of our freight we have many cars that travel the entirety of our Main Line from Reading to Scranton. The completion of the Nesquehoning Bridge Phase II later this year will really add the final touch to our system as we will have a progressive move connecting the two "divisions".

The locomotive shop in its outside appearance looks very much the same as it did in 1999, however under the roof it has gone through quite a few changes. Just this year we added four more SD50-2 locomotives from a CSX auction. We have diversified our models of exclusive EMD freight locomotives exceeding 40 units. These models have made a well-rounded fleet fitting our operational needs. After all of this activity, we feel we have the quantity and the quality to move our increasing traffic base, but we will always be keeping an eye out on any available opportunities to make additions to our fleet.

The Communications and Signal Department has completed many different projects. We are actively looking to install more signaled territory along with several more crossing installations on the horizon. A new dispatching center is also in the works to help handle the additional traffic and help streamline many different activities for our dispatchers.

The next big change relates to the current NS transformation with its Precision Scheduled Railroad initiative and the introduction of the TOP21 operating plan. We expect that this new initiative by NS will further the evolution of railroad operations in the Northeast.

Our relationship with NS has evolved into a wonderful partnership that continues to strengthen. Many of the individual relationships we have with many NS personnel spanned a majority of the time NS has been in our region. Many had moved into other roles at NS only to reappear many years later in our dealings with Norfolk Southern. Just like many long time railroads, we have also had a number of great folks from NS retire over the last 20 years.

So NS and RBMN continue to change and grow. This is not surprising or unexpected since railroads have been evolving and adapting their operations for almost 200 years. What's next, who knows. NS operating trains on our Main Line between Reading and Scranton? Another railroad merger? I have got to believe there's one more round of mergers/acquisitions to go? Stay tuned. ♦

## RBMN Diesel Roster as of July 6, 2019

Locomotive Number	Manufacturer	Model	Acquired Date
250	EMD	F7A	4-2017
251	EMD	F7A	4-2017
800	EMD	SW-8	9-1994
801	EMD	SW-8	9-1994
802	EMD	SW-8M	10-1994
803	EMD	SW-8M	10-1994
1540	EMD	MP15DC	8-2016
1541	EMD	MP15DC	8-2016
1542	EMD	MP15DC	8-2016
1543	EMD	MP15DC	8-2016
1546	EMD	SW1500	2-1997
1548	EMD	SW1500	1-1998
2000	EMD	SD38	6-1999
2003	EMD	SD38	5-2000
2004	EMD	SD38	5-2000
2010	EMD	GP38-2	8-2017
2011	EMD	GP38-2	8-2017
2012	EMD	GP38-2	8-2017
2530	EMD	GP39RN	1-2014
2531	EMD	GP39RN	1-2014
2532	EMD	GP39RN	1-2014
2533	EMD	GP39RN	1-2014
2534	EMD	GP39RN	6-2016
2535	EMD	GP39RN	6-2016
3050	EMD	SD40-2	2-2002
3051	EMD	SD40-2	2-2002
3052	EMD	SD40-2	2-2002
3053	EMD	SD40-2	8-2001
3054	EMD	SD40-2	3-2002
3055	EMD	SD40-2	3-2002
3056	EMD	SD40-2	3-2002
3057	EMD	SD40-2	7-2009
3058	EMD	SD40-2	7-2009
5014	EMD	SD50	3-2002
5017	EMD	SD50	6-2002
5018	EMD	SD50-2	12-2018
5019	EMD	SD50-2	12-2018
5020	EMD	SD50-2	12-2018
5021	EMD	SD50-2	12-2018
5022	EMD	SD50	3-2002
5033	EMD	SD50M	3-2002
5049	EMD	SD50M	3-2002
9166	BUDD Co.	RDC-3	1985
9167	BUDD Co.	RDC-1	4-2017
9168	BUDD Co.	RDC-1	1985



## FOR IMMEDIATE RELEASE:

# RBMN Promotes Two in Communications & Signals Department



Matthew Collins and Jonathon Barket have recently been promoted within the Communications & Signals Department.

Port Clinton, PA – July 25, 2019

Reading & Northern announces the promotions of Jonathan Barket to Vice President Communications and Signals and Matthew Collins to Assistant Vice President of Communications and Signals.

Jonathan Barket started working for the Reading and Northern Railroad sixteen years ago in 2003, working as a signal assistant within the Communications and Signal department. In 2007, Barket was named manager of Communications and Signals. In 2010, he received the title of Assistant Vice President of Communications and Signals. During his career, the C&S Department expanded from just three employees to nine, and adding over one hundred additional locations. While working with team members and RBMN, he continues to help design, engineer, and help install an aggressive plan to re-signal over one hundred miles adding to the safety and efficiency to RBMN. Additionally, he continues to update safety and technology at both crossings and signal locations throughout the RBMN system. Barket also oversees the communication system from the dispatching center, to radio bases, to handheld radios keeping the RBMN system running safely and efficiently.

Jonathan was born and raised in Lebanon, Pennsylvania, and graduated from Lebanon High

School. Jonathan is married to Angela Barket and has one daughter, Lucy, and one stepson, Cole. Jonathan's interests include camping, hiking, and model railroading.

Jonathan reports to Executive Vice President of Operations Tyler Glass.

Matthew Collins hired on to Reading & Northern (RBMN) in 2008, as a Signal Maintainer on the Lehigh Division. In 2015 Matthew was named Signal Communications Manager in recognition of his dedication and redesigning work of the signal and radio communications networks. Then in 2018, he was appointed Director of Communications and Signals in recognition of his hard work and dedication to improving and building out the signal and communications systems across the railroad. In his tenure, he has overseen the construction of 10 interlockings and 23 signal and crossing locations.

Before coming to Reading & Northern Matthew served three and a half years in the US Army and reached the rank of Sergeant. After his enlistment, he attained a degree in Computer Information Systems at Luzerne County Community College. Matt is married to Noreen Collins and has one son, Ryan Collins. Outside of work, he spends as much time as possible with his family and actively supports his son with his Civil Air Patrol commitment.

Matthew reports to Jonathan Barket.

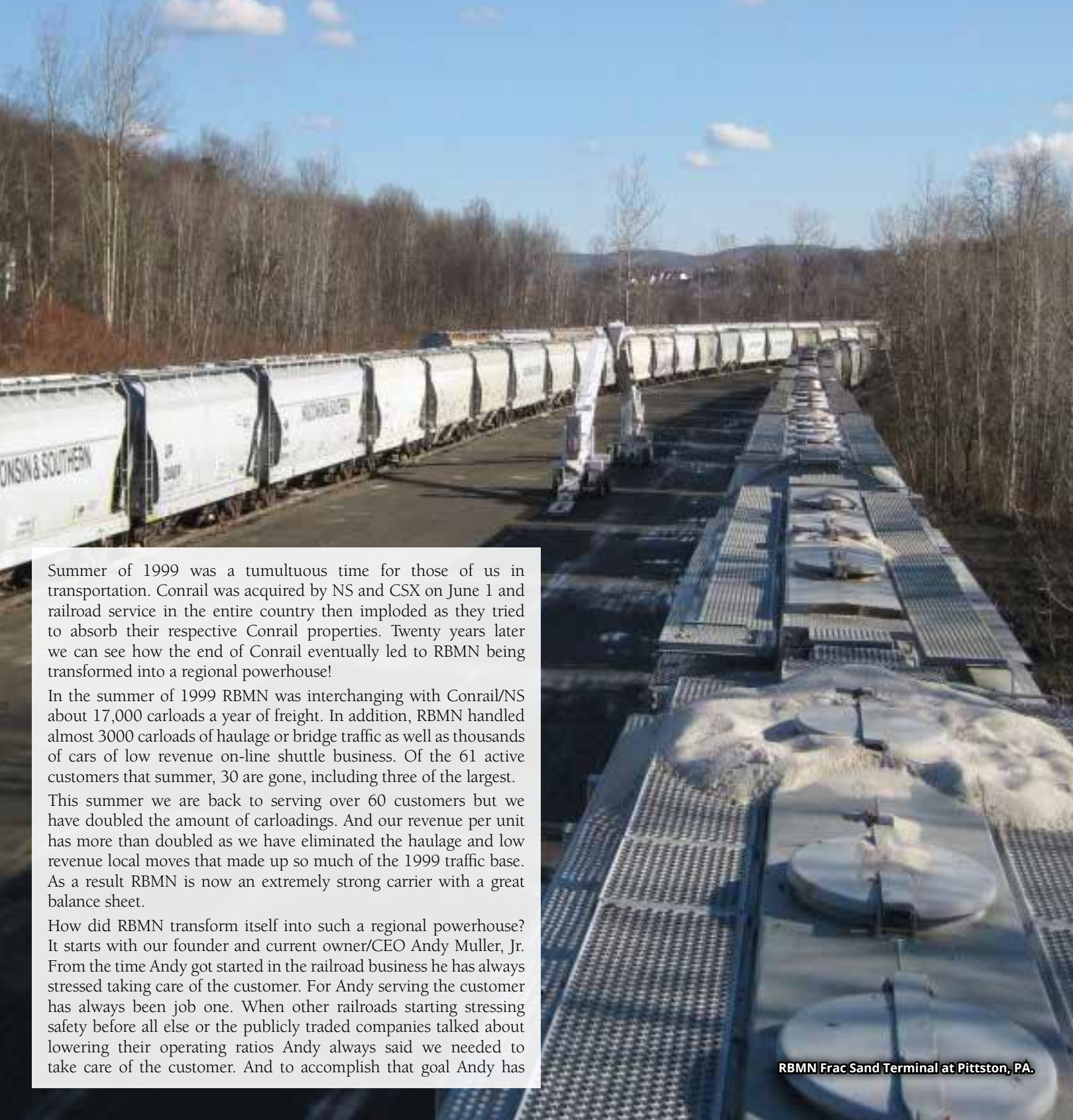
In announcing their recent promotions, President Wayne Michel said, "Both individuals have shown tremendous growth since joining our organization. They continue to innovate and blend the newest technology into our systems in order to provide a safer and more efficient system for our operations as well as the public. The list of projects is never ending and they have a fine team to lead as we move forward in this growing company."

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 30+ years and now handles well over 30,000 carloads of freight and 120,000 excursion train riders over 340 miles of track. Reading and Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,300 freight cars, and employs over 200 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation ♦



# Transformation into a Regional Powerhouse

BY: DANIEL R. GILCHRIST, EXECUTIVE VP MARKETING & SALES



Summer of 1999 was a tumultuous time for those of us in transportation. Conrail was acquired by NS and CSX on June 1 and railroad service in the entire country then imploded as they tried to absorb their respective Conrail properties. Twenty years later we can see how the end of Conrail eventually led to RBMN being transformed into a regional powerhouse!

In the summer of 1999 RBMN was interchanging with Conrail/NS about 17,000 carloads a year of freight. In addition, RBMN handled almost 3000 carloads of haulage or bridge traffic as well as thousands of cars of low revenue on-line shuttle business. Of the 61 active customers that summer, 30 are gone, including three of the largest.

This summer we are back to serving over 60 customers but we have doubled the amount of carloadings. And our revenue per unit has more than doubled as we have eliminated the haulage and low revenue local moves that made up so much of the 1999 traffic base. As a result RBMN is now an extremely strong carrier with a great balance sheet.

How did RBMN transform itself into such a regional powerhouse? It starts with our founder and current owner/CEO Andy Muller, Jr. From the time Andy got started in the railroad business he has always stressed taking care of the customer. For Andy serving the customer has always been job one. When other railroads starting stressing safety before all else or the publicly traded companies talked about lowering their operating ratios Andy always said we needed to take care of the customer. And to accomplish that goal Andy has

RBMN Frac Sand Terminal at Pittston, PA.



RBMN rapid discharge cars unloading at Kinder Morgan's Ashross Unloading Pit at Fairless Hills, PA.

always spent money to develop business and to improve the railroad. Over the last 20 years. Andy Muller has invested in rail cars, and track, and locomotives, and customer sidings, and RBMN employees.

For these efforts RBMN has been recognized with several national awards, which is nice, but the real reward is the successful business growth as a result of our customers trust in the railroad.

I joined the railroad in late 1999 and I immediately saw Andy Muller at work. NS advised us and the anthracite customers shortly after takeover that they were not going to supply rail cars for the anthracite business. Andy and Wayne Michel brokered a deal whereby RBMN was able to purchase the former anthracite coal fleet. Over the next twenty years Andy has not stopped investing in coal cars. We have added rotary dump cars, rapid discharge cars and covered hopper cars to handle the changing coal market as well as boxcars and gons to handle other growing market segments. We now have over 1200 rail cars in the fleet. And as I write this article Andy has just agreed to purchase 180 additional open top hoppers and rapid discharge cars for the anthracite business.

My first major assignment after joining RBMN was to work with Procter & Gamble and its Mehoopany plant. P&G became concerned after Split Date with how NS planned to serve

Mehoopany and the NS proposed changes to the demurrage relief that had been provided by Conrail. P&G realizing that our tracks ended a half mile or so from their yard tracks approached us to see if we could help them keep their business on rail, otherwise they would transform their plant to truck deliveries as they did with another plant on CSX. After 18 months of discussion with P&G, and after we brought NS to the table, we were able to make a three-way deal that allowed P&G to retain excellent service and demurrage relief, allowed NS to keep the linehaul business and gave RBMN the exclusive right to serve the facility. That deal has worked for all parties as P&G's traffic by rail has grown.

My next big assignment resulted in our being named Regional Railroad of the Year by Railway Age Magazine for the first time. In 2002 we established an innovative two way move of stone and sand with Berks Products. It took a lot of hard work with NS and RBMN investment, but we made it work.

That project set the tone for future innovative industrial development projects. Moving fast, investing money and being creative in order to meet the prospective customers' needs.

When the Marcellus Shale boom hit northeast Pennsylvania it became clear RBMN was a bit too far south to participate. However, we found the right partner, moved quickly to take under-

utilized yard space at Pittston Yard and spent the money to open a new frac sand terminal in the Fall of 2009. It took six weeks from the time we made the deal with our tenant to have the terminal open and handling business. In our first year of business 1500 rail cars were delivered and the ASLRRRA recognized RBMN with their 2010 shortline marketing award for this achievement.

From the time I joined RBMN to the present we have always been known as "the Road of Anthracite". Anthracite coal was the foundation on which the company was built. And QIT, Quebec Iron and Titanium (now Rio Tinto Iron and Titanium) in Sorel, Quebec was the foundation of our anthracite business. QIT always received its anthracite by vessel. Originally vessels were loaded at the Port of Philadelphia but when Conrail closed that facility the business was moved to the Consolidated Coal pier in Baltimore.

However, in 2011 Consol decided to close its facility to anthracite shipments. This was a potential huge blow to RBMN. For the next six months Wayne and I scrambled to find an alternate port. We looked in Wilmington, Philadelphia, and the Port of New York / NJ with no success. Ultimately, we found the Kinder Morgan terminal in Fairless Hills PA.

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Kinder was not set up to handle large volumes of coal by rail so investments were needed. RBMN to the rescue. We agreed to invest in unloading conveyors to show the viability of unit train moves to this site for QIT. With QIT's commitment, Kinder Morgan invested in an Ashross unloading system and RBMN invested in a fleet of rapid discharge cars specifically for this move. We saved the QIT business and it is still moving strong through Fairless. For this effort, RBMN was named for the second time as Regional Railroad of the Year by Railway Age Magazine.

In 2013 Andy Muller authorized another investment in an offline coal terminal. This time we went clear across state, 275 miles away, to Leetsdale Pa where barges could be loaded for transport on the OHIO River. RBMN made investments to add a second unloading pit and expand the capacity at Moldok terminals. The capacity became even more important when a new customer wanted to ship unit trains to the river.

2014 saw further investment in two new transloading operations at Cressona and Mountain Top to handle aluminum ingots and poles. These facilities are managed and operated by RBMN personnel and also handle pipe transloading. We were honored in 2015 with our third Regional Railroad of the Year award by Railway Age Magazine for our consistent success in growing our business with innovative investment. RBMN remains the only three time winner of this prestigious award and we remain honored to have been so recognized.

We were caught by surprise later in 2015 when a large paper customer was pushed out of their warehouse and needed an alternative fast. RBMN found a new facility and rehabbed the track and interior in 30 days to keep this business on rail and protect this customer's business. This is operated and staffed by RBMN employees and can handle both inbound and outbound rail. ASLRRRA recognized RBMN yet again for our rapid investment and customer

response with their national marketing award for this project.

On January 1, 2016 RBMN took over service to the Humboldt Industrial Park in Hazleton PA and added 10 new customers to the RBMN. This was a major investment for the RBMN and while Quad Graphics has now closed, we have grown the overall business in the park and two new rail customers are in the process of locating to Humboldt and starting construction there. RBMN played an important role in both of these new firms locating in the Humboldt Industrial Park.

2016 also saw the opening of a new Propane terminal for Koppy's at Good Spring PA assisted by a large track project built by RBMN.

2017 saw the culmination of seven years of work with the opening of a new coal loading facility at Hazelton Shaft (now Atlantic Coal) in Hazleton. During the seven-year gestation period this project changed radically as Atlantic partnered with Hiller Carbon to build a state-of-the-art coal drying facility to serve the growing demand from domestic steel mills for dried anthracite. With the cooperation of NS, the facility is off of the NS tracks in Hazleton, RBMN forces were able to go in and build 2800 feet of track. In the first full year of operation Atlantic and Hiller diverted 6000 truck moves to rail. We were again awarded a Shortline Marketing award by the ASLRRRA.

And in 2018 we continued with further investment with the acquisition of a new warehouse at Ransom PA. The expectation was that we would start up the facility over time but the demand was immediate and our forces had to move heaven and earth to rehab the building inside and out to take care of our customer. This facility is already full!

Andy Muller's investment is not just in facilities or rail cars but also in people. In 1999 the number of RBMN employees was 66 and in 2019 that number is 207 people. The Customer Service department alone was operating with only four people and two others helped with business development. We now have

grown to 5 dedicated customer service reps and a Vice President of Traffic. We also have a VP Distribution Services with 3 transload operators. We added a SVP of Coal with an AVP equipment, as well as a VP of Forrest Products and an EVP of Marketing and Sales. That is 14 people tasked with taking care of the customers. The three commercial officers, Bill Clark, Rian Nemeroff and Dan Gilchrist along with President Wayne Michel represent about 150 years of railroad marketing experience!

Over the last twenty years RBMN has seen first hand just how fast the world changes. Conrail was split and NS took over as our partner. The advent of flat screen TVs killed one of our largest original customers, Techneglas. The decline of "yellow pages" phone books forced Quad Graphics to close its Hazleton facility last year. On the positive side the need to move crude oil by rail has proven to be a boon for our storage business. And the need for frac sand to serve the Marcellus Shale was a big boon almost a decade ago and will be again the next decade as we open a new Marcellus Shale terminal later this year. And the biggest change that will greatly impact our future has been the use by electric arc furnace steel mills of dried anthracite in their steel making procedures. This shift has caused the coal producers to make new investments in coal dryers and to increase production. We believe this change will enable RBMN to ship over a million tons of anthracite a year in the near future!

The above examples show that we never know when things may change and cause big changes for our customers....that is why it is so important to constantly be working to incent the addition of new customers and new businesses. Our success has been based on aggressive business development and growth.

How do we do that? For RBMN it always starts with taking care of the customer and investing in what you believe in. ♦



New Propane terminal at Good Spring assisted by a large track project by RBMN.



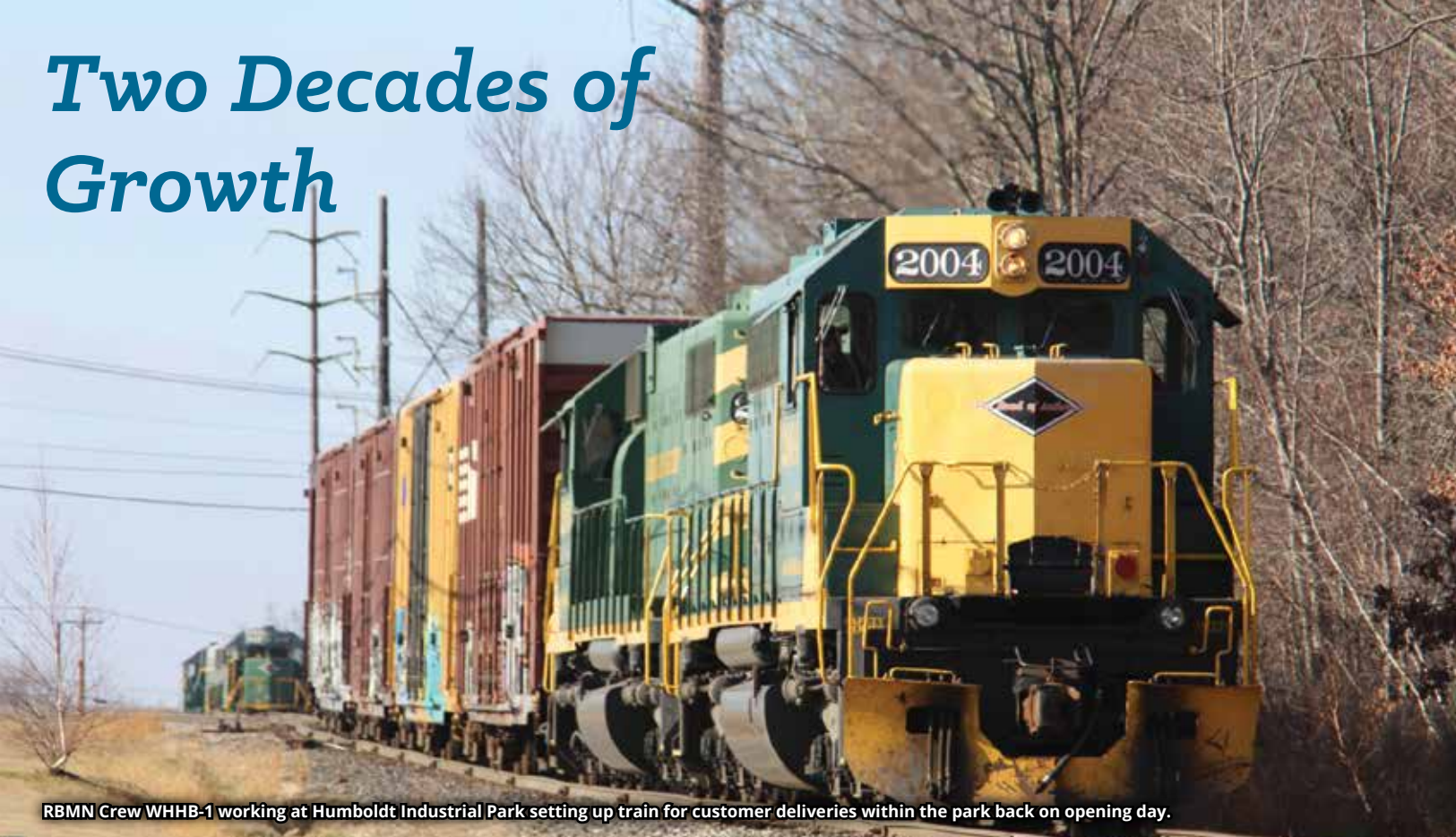
RBMN transloading aluminum at Cressona, PA.



RBMN's latest transloading warehouse in Ransom, PA.



# Two Decades of Growth



RBMN Crew WHHB-1 working at Humboldt Industrial Park setting up train for customer deliveries within the park back on opening day.

BY: RIAN J. NEMEROFF, VP FOREST PRODUCTS

The theme of this issue is two decades of growth for the RBMN. Forest Products has certainly contributed to the significant growth as catalogued in Wayne and Dan's earlier articles. Forest Products blazed a contrarian path to become the largest business segment.

Back in 1999, there was one large paper customer in Mt Carmel, PA that continues today as International Paper Company and one large wood products receiver in Gordon, PA that also continues today as Universal Forest Products. In addition, there were two medium sized customers on the Lehigh Division, the family owned Mariotti Building Products and Plainwell Tissue that was purchased by Cascades.

In 1999 the Forest Products business represented less than ten percent of RBMN's car loadings. Today the thirteen Forest Products customers represent over a third of RBMN's car loadings, more than any other business group. Although some of the business growth occurred in 2016 with the acquisition of the Humboldt Industrial Park in Hazleton, PA my predecessors worked hard over the years to develop new business.

The most notable new business success was the RBMN take-over of the rail service to P&G's massive tissue and diaper mills in Mehoopany, PA in 2001. Two years ago, this plant celebrated its fiftieth-year anniversary producing familiar products found in the supermarket and warehouse clubs. As mentioned in Dan Gilchrist's earlier first-hand account the plant was formerly served by Norfolk Southern who was proposing significant operational changes from what Conrail had been providing. This plant hardly ever shuts down so RBMN provides local rail service up to 365 days per year with a dedicated crew symbolled PIME (and MEPI southbound) that originates in Pittston.

In 2011, RBMN landed Packaging Corporation of America as a customer and manufacturer of corrugated boxes in Reading PA. The vacant building located in a fairly modern industrial park had an unusable rail siding that was also in the wrong location for an effective material flow of PCA's inbound raw materials. The location for the siding required some leniency of standards that could only occur with RBMN's entrepreneurial management. The challenges were both

the grade from the mainline to the plant plus the curvature to fit the siding inside the building at the desired location. Today, safe rail service is provided six days per week.

A few years ago, RBMN came to the rescue when a supplier lost an arrangement with a public warehouseman. RBMN found, leased and restored a vacant warehouse. That business continues today and it has expanded to include both local business that stays on RBMN and also originated carloads that go to other railroads for delivery. RBMN acquired a fleet of boxcars that supplements the total solution to solve a customer problem. What is striking about the RBMN boxcars is that that are freshly painted black and are always free of any graffiti that is seen on much of the boxcar fleet. Needless to say, there is significant velocity associated with these cars as contrasted to the North American boxcar fleet that is reported to turn only one time per month with a revenue load.

The importance of warehousing and reloads led to the purchase of our first building in Ransom last year, a building with more than twice the square footage of the building we leased. (See the cover story of our Winter 2019 magazine edition). As I write this article, the building is full and RBMN is looking at additional warehouse options to support our growing Forest Products business.

RBMN finds itself in the sweet spot of the pulp and paper industry in that we serve four plants associated with corrugated boxes. In a prior article we referred to the Amazon effect that is fueling corrugated box demand that continues to be a robust market segment. You don't have to use much imagination to see the results of companies that supply or consume newsprint or directory paper. And, it is now public that Corrugated Supplies Company is setting up a corrugating plant in a spec building in Humboldt to be operational in 2019. This is their foray into the eastern US and another addition to RBMN's sweet spot. There is lots more going on that will continue the growth of both Forest Products customers and carloads at the RBMN! ♦



RBMN Crew QAMC working at International Paper Company's Mount Carmel plant.



Inside Reading Railroad Transfer's Ransom Warehouse showing the inside track and open dock. Today RBMN boxcars are being loaded with inventoried wood pulp by RBMN personnel for outbound delivery.



# SAFETY SUMMER 2019

BY: TOM COOK, VP SAFETY & TRANSPORTATION

I asked some of our senior employees how things have changed in safety in the 20 years since the Conrail Split date in 1999. Their perspectives are very interesting for those of us who weren't working for the Reading and Northern in 1999.

Chris Bost and John Hartman were both engineers in 1999. One of the biggest safety improvements they noted is the signal system on the Reading Division. Neither one of them ever thought they would see signals on this portion of the railroad.

Chris noted that he has never seen tie and rail replacement of the scope and magnitude of the projects that we are doing this year on the Reading Division Main line.

Chris and John noted that the maintenance of our locomotive fleet has vastly improved. Back in 1999 we simply didn't have the necessary staffing and resources to address locomotive issues in a timely manner. They both noted that the locomotive team led by Dusty Berndt is very responsive to problems and the quality of the inspections is greatly improved leading to a safer and better performing locomotive fleet.

John noted that our additional crew staffing now results in a safer operation. Many of our regular crew assignments in 1999 were 12 hour days, day in and day out. Back in those days, there were no relief or extra crews available. If the work was heavy, there was a great

temptation to rush or take shortcuts just to get the work done. In 2019 the track speeds are much greater, leading to improved efficiency and we have adequate crew resources to structure our jobs in a manner that moves the daily workload closer to 9 to 10 hours versus 12 hours day in and day out. John says, "Now we have the time to do the work safely" and Chris agreed saying "there is no reason not to do the work safely".

Engineer Mike Kolbe went full time in 1998 as a conductor. He mentioned that the training program is vastly different. At that time, our new hire conductors trained with the Conrail Conductors at ATI in Philadelphia. The Reading and Northern developed their own training program shortly after Split Date and it has developed into a very structured in-house program run by John Smolczynski where our new hires learn the Reading and Northern way.

MOW AVP Duane Engle mentioned on change is better rules training. The rules classes MOW now holds cover the rules in much greater detail than back in the 1990's. The biggest improvement in equipment and tools is the increased availability of hydraulic power units in the trucks. Back in the 90s much more of the work needed to be done by hand. Duane also said that the railroad is in much better shape now than in 1999 because of our tie replacement and surfacing programs. ♦

I mentioned in my last article that I would try to recognize outstanding examples of safety leadership and here are two examples from the last quarter. HVAC technician Bill Keim had to change the light bulbs on top of the sand tower at Port Clinton early this spring. The top of the Sand Tower is about as high as you can climb on the Reading and Northern on a structure other than a bridge. Bill knew he needed fall protection to do the job safely, but it readily wasn't available. He did the right thing and postponed the job until he had the proper equipment. When the fall protection Bill needed could not be found on site, Bill contacted his supervisor, Dan Puksar, who helped Bill arrange to get the equipment that Bill needed. Bill was able to complete the job safely a few days later. Thanks to both for taking the time to do the job with the proper safety equipment.

Another great example of outstanding safety leadership was a rerailling operation lead by Chris Nefos on the Greenwood running track a few months ago. The car was leaning and presented many unusual safety challenges. I was privileged to listen on Chris's job briefing, which was impressive due to its detail. Chris included his team and also our train crew. Chris covered every conceivable hazard, many of which we don't encounter every day, in a very thorough way. The most important thing he did was carefully instruct his team that the car could roll and reminded everyone that nobody would be in harm's way during any movement. He specifically instructed everyone that the commands and observation during movement would be given from a place of safety. The job was completed safely and efficiently because Chris was very thoughtful in identifying the hazards and properly communicating a plan to mitigate the hazards to the entire team before starting the job.



Front (L to R): Michael Sharadin, Dan Gilchrist, Mark Maupin, Kurt Kunz, Christina Muller-Levan, Bill Clark, Patrick Joyce, Wes May, Scott Kappers, Gregg Hauptert. Back (L to R): Tyler Glass, Jeff Helinski, Mike Gratson, Wayne Michel, David Herman, Rod Bellamy, Chad Rhodes, Brett McKee.

## Reading & Northern Hosts Train Trip for Mid-Continent

BY: MICHAEL SHARADIN, AVP EQUIPMENT & FACILITIES

On Wednesday May 22nd, the Reading and Northern Railroad hosted a private train trip for Mid-Continent Coal & Coke Company. Mid-Continent is a privately-held corporation that markets industrial carbon products, such as anthracite coal, to end users across the United States and overseas. Their headquarters is located in Cleveland, OH.

Mid-Continent is one of RBMN's newer anthracite coal customers, and over the last couple years they've become one of our largest. They went from shipping less than 50 carloads in 2017, to shipping over 1,700 carloads last year.

Mid-Continent had a contingency of sales and operating people in the region, so this was an excellent opportunity to meet some key people within their organization. Everyone met at RBMN's headquarters in Port Clinton, PA. After some quick introductions, everyone boarded the train and it departed Port Clinton, bound for Outer Station at Reading, PA. While in Reading, Mid-Continent got to see where all their anthracite shipments are weighed prior to interchange. They also got to see where their unit trains are held, waiting to be picked up by Norfolk Southern. After a brief stop at Outer Station, the train departed for Port Clinton. On the train we all got to enjoy some good conversation, and some tasty snacks as well. Some even got to ride in the cab of the locomotive.

It was a beautiful day to ride the train, and the trip was over way too soon. Still, there was enough time to get to know each other better and appreciate how our relationship has grown. It's hard to believe that over the course of a couple years, Mid-Continent has gone from a company we knew very little about to an extremely valuable partner. ♦



(L to R): Dan Gilchrist, Kurt Kunz, Patrick Joyce, Mike Gratson.

### List of Attendees

Name	Company	Title
David Herman	Mid-Continent	President
Chad Rhodes	Mid-Continent	Vice President Sales
Jeff Helinski	Mid-Continent	Territory Mgr-Northeast
Michael Gratson	Mid-Continent	Territory Mgr-Chicago
Scott Kappers	Mid-Continent	Territory Mgr-Chicago
Kurt Kunz	Mid-Continent	Territory Mgr-Rivers
Wes May	Mid-Continent	Territory Mgr-Southeast
Brett McGee	Mid-Continent	Territory Mgr-Southwest
Pat Joyce	Mid-Continent	Operations Mgr-Northeast
Mark Maupin	Mid-Continent	Operations Mgr-South
Rod Bellamy	Mid-Continent	Operations Mgr-Chicago
Gregg Hauptert	Mid-Continent	Regional Field Manager
Wayne Michel	RBMN	President
Dan Gilchrist	RBMN	EVP Marketing & Sales
Tyler Glass	RBMN	EVP Operations
Bill Clark	RBMN	Senior VP Coal
Christina Muller-Levan	RBMN	VP Administration
Mike Sharadin	RBMN	AVP Equipment & Facilities



(L to R): Chad Rhodes, Bill Clark, Greg Helinski.





# Maintenance of Way: Brawn vs Machine

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY

There once was a time where you could, on one hand, count all the track maintenance equipment we owned. Those days of maintaining track mostly consisted of swinging hammers, jacking tracks by hand and using ballast forks to surface the railroad. While those days are not yet completely gone, we are charting a more modern approach to how we maintain our tracks. Sure, there will always be times we have to revert to older methods; however, as we have grown, so has our equipment. In Maintenance of Way we now have over 20 pieces of equipment that we use to help repair and maintain track.

For example, on cold winter days, you could find our forces repairing a rail break by laying out diesel-soaked rope or Fire Snake (15' piece of cloth soaked with flammable liquid) to heat up a section of rail (rail needs to be heated in order to "grow" and make broken ends meet close enough for repairs). Today, we utilize a Rail Heater to perform a similar task in heating up the rail. This is a one-man operated machine that uses 8 propane burners to heat rail along with a vibrating tool to assist with growing and getting the rail up to temperature.

Typically, in years past, wide gauge problems were corrected by mobilizing a "gauging gang" of 4 to 6 workers to bring the rails back into correct gauge. This was accomplished by utilizing a ratchet gauging tool and spiking mauls to pull the rails together, seat, and

hammer spikes against the base of rail. We now have track equipment like hydraulic spiker machines, that can be operated by one or two individuals, which spike up rail and hold the correct gauge. Along with hydraulic spikers, our tie gang uses tie inserters and tie cranes. The inserter has the capability to grab the rail with clamps, while a center jack lifts the rail up to place ties or plates under the rail. A tie crane is also used with replacing ties and this piece of equipment can tow a flat cart capable of hauling a few dozen ties. These types of equipment allow us to pull the old tie out from under the rail, grab a new tie and insert it back into place under the rail with a lot more speed and efficiency than ground personnel and "hard labor". Although this equipment is used mostly for larger projects, we will always have the need for the ground crews and backhoes to address the smaller maintenance jobs along the railroad.

Maintenance of Way is beginning to branch out thanks to new equipment acquisitions. Rather than having to move equipment from one division to another, we are gaining the capability to schedule multiple projects such as track building and track repair. In the past year alone, we have purchased equipment to run two Thermite Welding gangs, and we are proud to announce that we have acquired another ballast regulator and Mark IV tamper.

*Continued on page 16.*

Matt Sloskey operating the Rail Heater on the Lehigh ML MP 144.





Chris Nefos and Dennis Rosohac clearing a tree for Operations Crew Jeff Knadler (Engineer) in the black shirt to the left and Darren Spare (Conductor) in the orange shirt to the right.



Thomas Kolb cleaning out a crib at Humboldt Business park.



Matt McGinnis, Nick Alberswerth, Thomas Kolb, Russ Monroe, Chris Orlick working at Tannery Crossing.



Matt Nestor and Larry Weller prepping a Thermite weld at MP 144.



Jon Barket (signals), Nick Alberswerth, Thomas Kolb and Matt McGinnis installing a timber at the switch just north of the Tannery crossing.



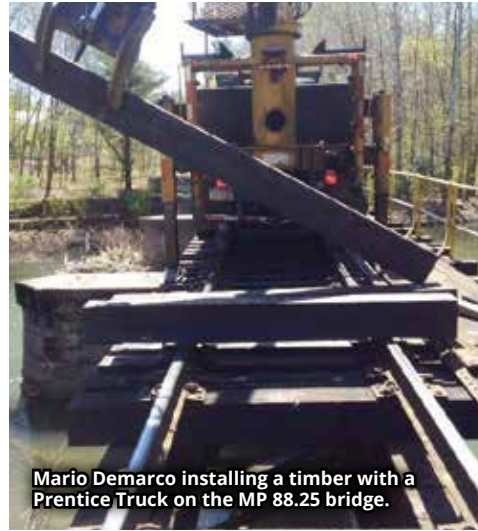
Aaron Cassel, Brandon Wagner and Jason Shupp hand tamping on the Reading Main Line MP 68.6.



Matt Mizikoski and Matt McGinnis installing a timber at Humboldt Business park. Alex Scubelek Jr. operating the backhoe.



Duane Zimmerman and Matt Sloskey dropping off materials on the main line MP 128 for a rail change.



Mario Demarco installing a timber with a Prentice Truck on the MP 88.25 bridge.



Ryan Davis, James Alba, Matt Mizikoski and Russ Monroe ripping at the crossing at Tannery. Alex Schbelek operating the backhoe.



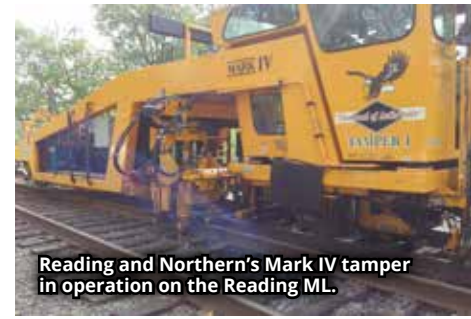
James Alba and Josh Rodney assisting the backhoe in ripping out the timbers at a crossing.



John Walaitis installing timbers on the MP 88.25 bridge.



Mario DeMarco operating the RBMN "PT3" Prentice truck at the MP 88.25 bridge on the Reading ML.



Reading and Northern's Mark IV tamper in operation on the Reading ML.



Matt Mizikoski operating the spiker.



Matt Minnich, Ryan Rupprecht, Matt Mizikoski and Ryan Davis installing switch plates on the Lehigh ML.



Jason Shupp assisting with a rail change at MP 121.7. Brendle Stufflet operating the backhoe.



Curt Williams hammering in a spike at MP 127.5.



Jason Shupp assisting with a rail change at MP 121.7. Brendle Stufflet operating the backhoe.



Russ Monroe, Thomas Kolb, Matt McGinnis and Nick Alberswerth installing anchors at Tannery Crossing.



Matt Nestor heating up a Thermite Weld at MP 144.

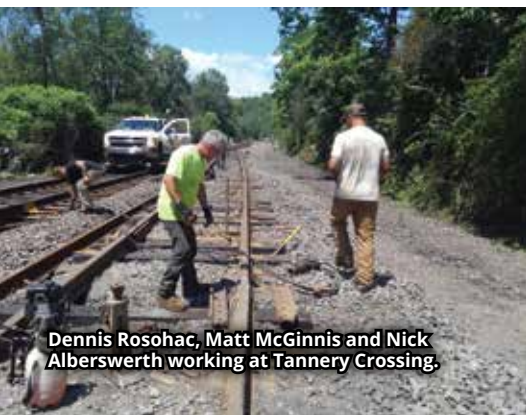


Matt Nestor dropping a fuse on a Thermite Weld.

Continued from page 15.

This now gives RBMN the ability to run two separate consists of Mark IV tampers and production regulators on our railroad. These machines will allow us to maintain our surface better and more efficiently.

When one thinks of growth in numbers, one must remember that the strength behind those numbers is even greater. For every piece of time and labor-saving equipment that we purchase, we increase our production which benefits the entire railroad. Having equipment that allows MOW to broaden its horizons (both for individuals and a department) is priceless. Each piece of equipment is only as good as its operator and the team that stands behind him/her. The Maintenance of Way Department is a team and this team's brawn is the true strength behind each machine's capabilities. ♦



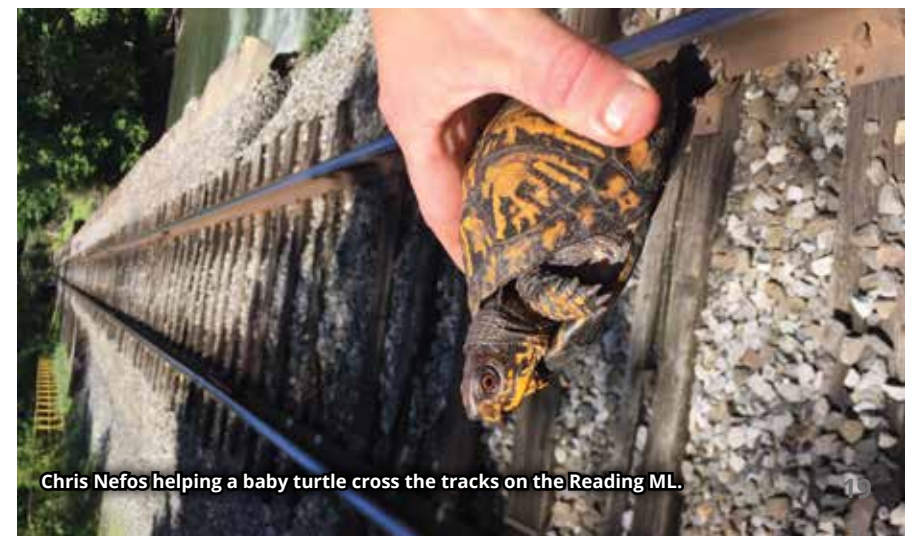
Dennis Rosohac, Matt McGinnis and Nick Alberswerth working at Tannery Crossing.



Larry Weller profile grinding a completed Thermite Weld on the Lehigh ML.



RBMN second Mark IV tamper arrives at Reading Outer Station.



Chris Nefos helping a baby turtle cross the tracks on the Reading ML.



# Twenty Years of Real Estate Growth

BY: MATTHEW JOHNSON, VP ASSET MANAGEMENT & COMMUNITY AFFAIRS/LT. RBMN POLICE

Twenty years ago in 1999, the Reading & Northern Police Department consisted of two part time railroad police officers. At that time, I was working in the City of Reading as a deputy sheriff. In 2003, Sergeant Ryan Parks started working for the Reading & Northern in the Maintenance of Way Department. By 2004, both of the part time railroad police officers retired and left the company, leaving a need for railroad police coverage. Ryan, who had already expressed an interest in police work, joined the police academy in January 2005, and in the same month, I was hired by the Reading & Northern as well. From 2005 to 2012, Ryan and I patrolled our entire rail system consisting of nine counties, and just under 300 miles of track at that time. Together we monitored trespassing, dumping, and community relations among other property issues. By 2012, the Reading & Northern's interests and rail system grew so

much since the early 2000s, that it was time to also look to growing our police force. In that year we hired two more full time officers, Michael Painter and Matt Fredmonski. Officer Michael Painter helped increase our patrol of the southern parts of our system, while Officer Matt Fredmonski kept an eye on the northern portions of our system which is more secluded than much of our Reading Division. The additions of Officer Painter and Fredmonski also allowed for quicker response time to critical incidences on our system. From 2012 forward, with the added support of officers Painter and Fredmonski, I was able to turn more attention to broader Real Estate and Community Relations matters, and Sergeant Parks was able to take over the day to day functions of the Police Department. In 2016 I was promoted to Vice President Asset Management with the majority of my focus still on police and real estate matters, but

as well as handling PennDOT, Public Utility Commission and more involved Community Relation affairs. In 2018, just nineteen years since Conrail's split with Norfolk Southern, the Reading & Northern was continuing to grow – more train movements, more crews, more passenger trains, more properties, more state and public projects – all which meant the need for more police patrol, so the police department added its fifth full time officer, Connor Hedrick. Connor assists in patrolling the northern portions of our system. From two, to none, to two again, to four, to five, the Reading & Northern Railroad Police Department has grown with the Reading & Northern to continue to patrol and protect our rail system and its employees, as well as to continue to develop beneficial relationships with our surrounding neighbors and communities for safe train passage and safe neighborhoods for the last twenty years. ♦

BY: ERIK YODER, AVP REAL ESTATE

Twenty years ago, the Real Estate Company of the Reading & Northern was nonexistent in the form it exists today. In 1999, there were 185 leases along the Reading Northern, formed between 1991 – 1999. Leases are used to protect our right of way from illegal utility occupations and property encroachments. The Real Estate Department was mostly an afterthought for the Railroad. Jim Raffa in 1999, Marketing & Sales department, would often create the leases once a new customer came online. Dave Kroznuski, a former Conrail Employee and one of the first Maintenance of Way workers at Reading and Northern, took time to describe some of what happened in those early years of the Reading & Northern and its real estate functions. Dave was exclusively used to cover real estate inspections in 1999, as there were no part time or full time Real Estate inspectors. Today we have five full time Real Estate inspectors and five part time inspectors. Dave stated that the Maintenance of Way department track workers were used in 1999 to perform all the functions of our current Real Estate inspectors such as overseeing public contractors, bridge inspections, and utility occupation installations along the

right of way. While there was no “head” of the Real Estate department in 1999, various department heads such as Marketing and Maintenance of Way departments fulfilled real estate functions as needed within each department – anything from inspectors previously mentioned, to handling real estate transactions. Around this time, Del Jean Saylor was hired by the Reading & Northern to provide office support for the real estate functions of the railroad. Del's support in the office was the cement to the building blocks of the real estate roles of each department at the railroad that led to a structured, fully operational Real Estate department. Through this time of Del's organization standard procedures were established, efficient communication with public contractors was regulated, and a crew of trained inspectors solely under the direction of the Real Estate department was established. Since 1999, 288 leases have been added bring our total to 473 leases. We are adding roughly 14 leases per year since 1999. Today, our department has grown just as other departments have. The Real Estate team is now made up of Matthew Johnson, VP Asset Management; myself, Erik Yoder, AVP Real Estate; Jolene Busher, Project

Manager; and ten real estate inspectors. We have gone from a reactive department to a proactive department as we continue to protect our railroad property and coordinate with outside contractors working along our ROW for safety of workers, while maintaining unhindered rail service to our customers. We now manage the road crossings along our railroad, interacting with PUC and PennDOT, on improvements and repairs. As PennDOT continues to upgrade roadways and bridges, Reading and Northern Real Estate department has had close weekly interactions with various districts in PennDOT. Real Estate is also assisting with Marketing and Sales on property accounts well in advance of upcoming projects with customers. Dave Kroznuski has seen the evolution of this department from 1999 to present, having transitioned from the Maintenance of Way Department to the Real Estate Department as one of our full time inspectors. He is impressed with the growth of the company, the success we have experienced, and is proud to be a part of the Real Estate team as he continues to protect the Reading & Northern. ♦

## Reading and Northern Passenger Operations 1999 vs. 2019



Twenty years ago few passenger excursions ran on the railroad. Today, the railroad runs a profitable passenger business, thus, equipment like this brand new wheel chair lift can be purchased to insure guests enjoy the train ride. Pictured is the entire LGSR crew, back row left to right: Matt Fisher, Tiff Meade, Mary Culp, Larry Fisher, Eli Wilson, Dawn Bubeck, Evan Getzey. In front, long time employees Eric Quimby (left), Bill Bubeck (right).

BY: MATT FISHER, PASSENGER GENERAL MANAGER

Between the ending days of the Blue Mountain and Reading passenger service (early 90's) and the creation of the Lehigh Gorge Scenic Railway (2005), the passenger department was in a slow period of growth. With the changes from Conrail to Norfolk Southern, along with operating the Lehigh Division for only a few years, the focus on the Reading and Northern Railroad was nearly all freight oriented twenty years ago. Thus, the only trips for the entire year in 1999 were single day trips at Schuylkill Haven, Tamaqua, and an occasional Fall Foliage train from Port Clinton to Jim Thorpe.

Many of the people that work in the passenger department part-time today worked for the railroad back in 1999. For a few years in the late nineties, part-time employees worked as car hosts on a volunteer basis. Today, all part time staff get paid for their services to the railroad. Better yet, the passenger department of 2019 is making money considering all the overhead expenses including payroll for part timers and salary expenses for the ten full time people in the department.

The steam locomotives were in storage in 1999, today 425 is our steam-powered locomotive, and has been working steam trips

for the past twelve years. Meanwhile, the 2102 is close to a full restoration to be run on its own steam power for the first time since the early nineties. There is an entire steam crew of full-time mechanics and part-time volunteers that work on the locomotives. Look for 425 to power many trips in the later part of 2019. Also, please visit [readingnorthern.com](http://readingnorthern.com) for updates to the progress of 2102.

In 1999 the RDCs (Rail Diesel Cars), 9166 and 9168, were running a few special charter trips to inspect the railroad before being put into mothballs for nearly 15 years. Today, 9166 and 9168 are in regular weekend service between Reading and Jim Thorpe (120 miles round trip per day), and also are joined with newly acquired RDC 9167 which is used in special charter trips. The railroad only owned a few private cars and the 300 series red coaches twenty years ago. This was long before the time of Lehigh Gorge Scenic Railway equipment and open air cars. The passenger car fleet has nearly tripled in size. Besides the main building at Port Clinton, there were few facilities being used on the railroad to run passenger trains. Reading and Northern ran Schuylkill Haven Borough Day train rides in 1999 from the Philadelphia and

Reading Railroad built train station. At the time the station was still owned by Schuylkill Haven. Today, the Schuylkill Haven station is the base of the passenger department offices. Reading Outer Station wasn't even thought of in 1999. Nor was there the idea of running all-day excursion from Reading to Jim Thorpe. There were so many improvements to the right of way, facilities, equipment, and track, that these two hour round trips in one direction are possible today.

What remains constant: attitude of the passenger staff. We remain very positive, welcoming, and friendly to all. No matter who comes to visit us as a guest, we entertain the people to get the full experience of railroad travel. For those of you who have ridden with us in the distant past, come back to take a train ride to see the amazing progress and improvements the railroad has made in twenty years. If you have questions about our trains, or to reserve tickets, please call 610-562-2102. And remember, back in 1999 there was no Facebook, but today you can check us out on social media or by going to [www.readingnorthern.com](http://www.readingnorthern.com) or [www.lgsry.com](http://www.lgsry.com). ♦



# Nesquehoning Bridge First Beam Set

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY

The Nesquehoning Bridge will be located in the borough of Nesquehoning just outside of Jim Thorpe on the RBMN Mainline, milepost 120.50. The need for the Nesquehoning Bridge started with a vision, Andy Muller's vision, which was to have a through route connecting both divisions of the Reading & Northern, the Reading and Lehigh divisions. This bridge project has been a slow, but steady progression from as early back in 2008 when we began to procure all the necessary documentation from state and federal entities to the very first shovel hitting the ground in August 2017. There came a point that seems surreal as it was for the first beam that was set on July 11, 2019 cementing the possibility of Andy's dream becoming a reality. This is one of the monumental phases in the timeline for construction, as it signifies the structure that will make the connection from Reading to Lehigh division. Even with this pivotal moment, we are still approximately six months away from completing this endeavor and having our first train traverse the 400 foot span overlooking the Lehigh River. ♦



The first beam is taken down to the piers.



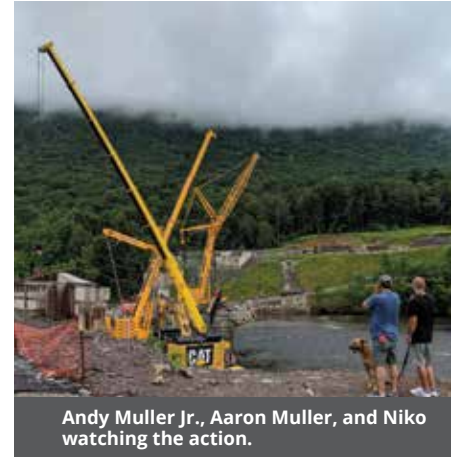
The first beam is attached to the crane for lift off.



Early morning July 11, the first three beams have arrived and are getting prepped for placement on the bridge piers.



The first beam is taken down to the piers.



Andy Muller Jr., Aaron Muller, and Niko watching the action.



The massive beam is lifted over the Lehigh River.



The first beam getting positioned for placement on the piers.



The first beam is set on the Nesquehoning Bridge.







Samuel Wills pictured in front and Sharon Geschwindt pictured in back preparing for the RBMN bumper car ride.



Beverly Hess (right) and her mother Beatrice Bennecoff greeted everyone when they arrived to pick up their tickets. The Knoebels staff surprised Beatrice as they gave her a birthday card as she would turn 93 the next day. Beatrice also got a treat when all people on hand for lunch sang Happy Birthday to her.



The RBMN pavilion during chow time .



Jonathan, Angela and Lucy Barket flash a quick smile as they wait for the train to leave the station.



Pictured from left to right: Louise Keim, Bill Keim, Randy Reber, Shawn Himmelberger and spouse, Jill Himmelberger.



Phil Geschwindt pictured in front and Daren Geschwindt pictured in back ready for bumper cars.



Knoebels Company Picnic July 20th



Steve Werley and spouse, Katharine Werley.



From left to right: Rebecca Engle, Lynn Engle and Duane Engle.



Steve Balthaser and spouse, Carol Balthaser.



Lori Chinchar and Kevin McArdle.



From left to right: Aaliya Winwood, Jamison Winwood, Jaime Winwood, Mia Goetz, Chris Goetz, Kirra Goetz and Jason Winwood.



Timothy Billet and spouse, Rachel Billet.





# Red Creek Wildlife Osprey Rescue

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

A pair of osprey have been nesting for several years in Deerfield Township, near Knoxville in Tioga County, Pennsylvania. The local residents named them Ozzy and Harriet and enjoyed watching the pair raise young each year. Last summer, the pair were raising two offspring when disaster struck twice. The first was the loss of one of the babies after being struck by a vehicle while learning to fly.

The second tragedy was discovered the morning after an electrical storm that hit the area during the night. The nest, which was located on top of an electrical pole, had been struck by lightning or an electrical surge. The explosion caught the nest on fire and cast it to the ground. The lone baby had been electrocuted and suffered from burns. Fortunately, the adults were unharmed.

Terri Zelko was the first to discover the destruction. She wrapped the injured fledgling osprey in a towel and called the Pennsylvania Game Commission. They instructed her to take the young bird to a local veterinarian in Wellsboro where it was treated for shock and given fluids. The next day Terri and her neighbor, Eileen Robbins, made the three-hour drive to bring him to Red Creek. By the end of the drive, the young bird had a new name: Ozzie Jr.

Once at Red Creek, he was treated for his burns and received pain medications. He recovered quickly from the initial burns, and we introduced him to our non-releasable foster Osprey, who also happens to be named Ozzie.

Ozzie, Jr. had just started to practice flying when the nest was destroyed. But once we placed him outdoors, we noticed that his development was stunted. He refused any attempts at flying and appeared uncoordinated and weak. It was apparent that the electrical shock had disrupted his nervous system.

Red Creek has one 100-foot flight enclosure for large raptors. Ozzie and Ozzie Jr spent most of the following months in that enclosure allowing the young osprey to fly if he chose. We were unsure if he would ever fly well enough to be set free. Occasionally, we removed the osprey to allow other birds practice time, and would return Ozzie Jr to the flight when it was unoccupied.

By winter, his flight attempts were haphazard and awkward, but it seemed he had a new vigor and was determined to keep trying. His progress was



Erecting a safe nest box. Photo by Eileen Robbins.

slow but steady throughout the winter. By Spring, Ozzie Jr could fly across the flight with grace and ease.

On May 23rd, almost ten months after the tragedy, Ozzie Jr was set free. Kat and Allison released him along the Susquehanna River near Sunbury. A Red Creek capture and transport volunteer lives nearby and has been monitoring his progress.

Ozzie's narrative could easily end right there with this wonderful, happy ending, but there is still more to the story.

How involved a person is willing to be in an animal's rescue can vary from simply making a phone call to actively participating in the rescue, transportation, and future support for that animal. For Terri and Eileen, their involvement included making sure such a tragedy never happen again.

These two women, along with the neighborhood community, took it upon themselves to erect safe nesting boxes for the resident osprey. According to Eileen, "one thing that made us excited when we were erecting the nest box was that Ozzie sat nearby on the electric line watching us. That encouraged us right away."

This year Ozzy and Harriet are raising a single chick in the nest box that was erected to keep them safe. We wish them many years of successful nesting under the watchful eye of a community of caring people. One thing is for sure: if anything happens, Terri and Eileen will be there to rescue any birds who get into trouble. ♦



Ozzie and Harriet nesting on the safe platform. Photo by Eileen Robbins.

# EMPLOYEE SPOTLIGHT

BY: SHANNON ANDERSON, HR SPECIALIST

## Congratulations Dave!



I am pleased to introduce this quarter's "Spotlight Employee", Dave Evely. Dave has been employed with RBMN since 2004 and is currently a Mechanic Assistant within the Mechanical Department. Prior to working at RBMN, Dave worked and Losch Plumbing and Heating repairing oil burners.

Dave was born and raised in Schuylkill Haven, Pennsylvania and graduated from Pottsville High School.

Dave says his family consists of his girlfriend, Gayle and four pets - cats William and Harry, Rosie the skunk, and Lucky the bird.

In his spare time, Dave enjoys fishing the Schuylkill River, playing pool, and repairing coo-coo clocks.

Dave says, "I came to the RR because there are more RR songs than there are plumbing songs. Who wants to sing, I've been working on the hopper?"

Dave was recognized by his supervisor, Dusty Berndt, VP of Motive Power. Dusty said, "Dave is a great employee who does whatever you ask of him and he is always willing to help with anything "outside of the box" if needed as well. He is a valuable employee to have in my department and I always think amongst myself that I am glad to have a guy like him."

Thank you, Dave, for your commitment and dedication to RBMN.

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

# Happy Birthday!

AUG. 1.....MICHAEL BISCHAK	AUG. 27.....JIM MIZNER	OCT. 6.....JAMES DONLEY
AUG. 1.....MATTHEW MINNICH	AUG. 29.....JASON SHUPP	OCT. 7.....TINA MULLER-LEVAN
AUG. 5.....STEPHEN PERRETTE	AUG. 30.....JESSICA MELOCHICK	OCT. 8.....ZACHARY BAKER
AUG. 7.....LYNN ENGLE	AUG. 30.....JAMIE SOLOMON	OCT. 9.....DAWN-MARIE BUBUCK
AUG. 8.....MATTHEW FISHER	SEPT. 2.....MATTHEW NESTOR	OCT. 10.....PHILIP GESCHWINDT
AUG. 8.....MICHAEL KOLBE	SEPT. 5.....KIM REED	OCT. 10.....NICK RICCIO
AUG. 9.....BRENT JACOB	SEPT. 8.....DIANE LEIBY	OCT. 10.....JOSH RODNEY
AUG. 10.....LARRY FISHER	SEPT. 8.....ALEX ZIMMERMAN	OCT. 11.....NICHOLAS SURUSKIE
AUG. 11.....WILLIAM CLARK	SEPT. 9.....BRAD HANDLING	OCT. 13.....JOHN BROWN
AUG. 11.....BEVERLY HESS	SEPT. 9.....SPENCER HOCKMAN	OCT. 13.....MATTHEW JOHNSON
AUG. 13.....SHANE FREDRICKSON	SEPT. 10.....NATHANIEL BILLET-DIAZ	OCT. 14.....CHAD FREDERICKSON
AUG. 13.....ANDY MULLER	SEPT. 11.....TIFFANY MEADE	OCT. 14.....JENNIFER FREDERICKSON
AUG. 13.....RAY ZWEIZIG	SEPT. 11.....THOMAS STEMKO	OCT. 17.....DAVID FIECHTL
AUG. 14.....RONALD COLLINS-WEST, II	SEPT. 12.....WAYNE MICHEL	OCT. 18.....JASON READING
AUG. 14.....DUANE ENGLE	SEPT. 16.....RUSSELLE MONROE	OCT. 19.....THERMAN MADEIRA
AUG. 14.....ERIK OSTROSKIE	SEPT. 19.....ERIC SLEKOVAC	OCT. 22.....ALBERT SEILER
AUG. 15.....MATTHEW SLOSKEY	SEPT. 19.....CHUCK CARL	OCT. 25.....ALVIN RINEER
AUG. 17.....RYAN TREXLER	SEPT. 22.....JUSTIN FETTEROLF	OCT. 26.....KEVIN MCARDLE
AUG. 19.....CHRIS GOETZ	SEPT. 22.....RYAN FREDERICKSON	OCT. 27.....SHANNON ANDERSON
AUG. 21.....JUSTIN MENGLE	SEPT. 26.....THOMAS SKRUTSKI	OCT. 28.....TRAVIS PREVOST
AUG. 23.....DAVID JOHNSON	SEPT. 29.....TYLER ACKER	OCT. 30.....JOHN HARTMAN
AUG. 24.....CALEB FETTEROLF	SEPT. 29.....BROCK KRUMANOCKER	OCT. 30.....RAYMOND CHIPPA
AUG. 25.....TIMOTHY HAEFNER	OCT. 3.....RYAN DAVIS	OCT. 30.....WILLIAM RIEGLE
AUG. 25.....RYAN PARKS	OCT. 3.....DARREN SPARE	
AUG. 26.....KYLE BARRELL	OCT. 4.....SCOTT BESHORE	



# WELCOME ABOARD

## NEW EMPLOYEES



### Tyler Acker

Tyler Acker was recently hired as a Trackworker with the Reading Blue Mountain and Northern Railroad. He attended Pottsville Area High School and Schuylkill Technology Center.



### James Alba

James Alba was recently hired as a Trackworker with the Reading Blue Mountain and Northern Railroad. He attended Pittston Area High School and Trans America Professional Driving Institute.



### Austin Cory

Austin Cory was recently hired as a Trackworker with the Reading Blue Mountain and Northern Railroad. He attended Kutztown Area High School and Kutztown University. Prior to working at RBMNRR, Austin was a Shift Manager/Supervisor for Pop's Malt Shoppe for six years.



### Thomas Kolb

Thomas Kolb was recently hired as a Trackworker with the Reading Blue Mountain and Northern Railroad. He attended Lehighon High School. Prior to working at RBMNRR, Thomas was a Laborer for Liberty Oil and Propane for four years.



### Ryan Lake

Ryan Lake was recently hired as a Conductor with the Reading Blue Mountain and Northern Railroad. He attended Crestwood High School. Prior to working at RBMNRR, Ryan was a Transportation Management Coordinator for the U.S. Army for four years.



### Erica Knight

Erica Knight was recently hired as a Customer Service Representative with the Reading Jet Center. She attended Tulpehocken High School, Kaplan University, Reading Area Community College and Kutztown University. Prior to working at RJC, Erica was a Financial Assistant Specialist for Empire Education Group for almost three years.



### Tiffany Meade

Tiffany Meade was recently hired as a Reservation Intern with the Lehigh Gorge Scenic Railway. She was home schooled and is currently attending Lehigh Carbon Community College.



### Carson Shappell

Carson Shappell was recently hired as a Mascot with the Lehigh Gorge Scenic Railway. He attended Schuylkill Haven High School and Schuylkill Technology Center. Prior to working at LGSR, Carson served as Schuylkill Technology Center North, Skill USA Chapter President.



### Quentin Snyder

Quentin Snyder was recently hired as a Mechanic Assistant with the Reading Blue Mountain and Northern Railroad. He attended Hamburg High School and Berks Career and Technology Center. Prior to working at RBMNRR, Quentin was a gas pumper for Francis Werley for two years.

### 30 YEARS



June 1, 1989  
Lisa Matz  
Reservation Specialist

### 25 YEARS



June 29, 1994  
Christina Muller-Levan  
VP of Administration

### 15 YEARS



May 3, 2004  
David Evelyn  
Mechanic Assistant



June 28, 2004  
Stanley Burczy  
Carman 3

### 10 YEARS



March 16, 2009  
Benjamin Cole  
Foreman, Bridges/Structures



May 4, 2009  
Matthew Mizikoski  
Sr. Machine Operator Cl. 1

### 5 YEARS



June 20, 2014  
Steven Kolbe  
Mechanic



June 25, 2014  
Matthew Nestor  
Thermite Welder  
Machine Operator Cl. 2



July 14, 2014  
Benjamin Balthaser  
Facilities Technician



July 14, 2014  
Nate Billet-Diaz  
Sr. Mechanic Assistant



July 21, 2014  
Nicholas Alberswerth  
Machine Op. Cl. 3  
Mgr Vegetation



July 21, 2014  
Matthew Sloskey  
Machine Operator Cl. 3

### 3 YEARS



May 16, 2016  
Liam Marsh  
Dispatcher/Conductor



June 25, 2016  
Ryan Frederickson  
Mechanical Apprentice



June 30, 2016  
Sabine Fidler  
HR Assistant



July 5, 2016  
Lori Chinchar  
Customer Service Mgr



July 6, 2016  
Jason Shupp  
Mgr Special Projects

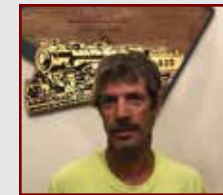


July 18, 2016  
Christopher Orlick  
Thermite Welder

### 1 YEAR



July 21, 2014  
Michael Bailey  
Carman 3



May 21, 2018  
Charles "Chuckie" Carl  
Sr. Machine Op. Cl. 2



May 21, 2018  
Justin Fetterolf  
Trackman



June 6, 2018  
Dennis Rosohac  
Sr. Machine Op/ Cl. 2



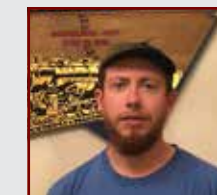
June 18, 2018  
Tyler Geschwindt  
Passenger Conductor



June 26, 2018  
Jason Winwood  
AVP, MOW



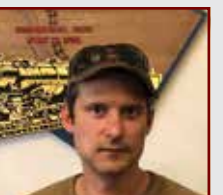
June 27, 2018  
Charles "Chip" Allen  
Conductor



June 27, 2018  
Samuel Hollock  
Conductor



June 27, 2018  
Erik Ostroskie  
Conductor



July 13, 2018  
Joe Brown  
Senior Mechanic



July 16, 2018  
Anthony DeBellis  
Conductor



July 25, 2018  
Mary Culp  
Reservation Specialist





## Road to Nature

*This beautiful Yellow Swallowtail Butterfly was observed by Tammy Debkowski, Finance Assistant, in Port Clinton, Pennsylvania. With the help of the Wellness Committee's beautification initiatives in Port Clinton at RBMN Headquarters, there are great many butterflies visiting this summer!*

*This lovely fawn was rescued by Carter Jones, Engineer, who then brought the fawn safely to Red Creek Wildlife for rehabilitation. Thank you Carter!*



## What type of birds do you think these are?

BY: LAURA LESAGONICZ, READING JET CENTER



Baby bird at Reading Jet Center.

While many planes and humans go in and out of our hangars daily, it was a new found guest that had us giving that best possible customer service on Wednesday June 5th, 2019.

A baby bird fell from on top of Hangar Door 2 on Tuesday evening June 4th and line service supervisor, Gordy Clark, jumped into action. Not sure if momma bird would come and inspect it, however, Gordy made sure the bird was safely away from the doors and did not appear to be hurt.

On Wednesday morning the bird still remained in the safe spot Gordy had placed it in and he knew he had to get the chick some help! Tina Muller-Levan, Reading Jet Center's bird/animal whisperer, jumped in to help and knew just who to call!

Red Creek Wildlife Center based out of Schuylkill Haven PA, soared right to the task and came out to save our fluffy new friend. After the help of Red Creek Wildlife Center, we ended up finding the nest and the 3 siblings of this little baby bird. She inspected them and wrapped them up in a nice blanket and put them in a container in order to carefully transport them safely back to the reserve. She informed us they already had a foster lined up to help feed and care for the birds in order to get them growing and strong!

Who knew we would be so lucky to have stumbled upon what could've been a potential bad situation and dangerous spot to hang out for these little ones! Thank you to Gordy and Tina for stepping up and putting the safety of these incredible animals as their number one priority in a time when they needed it most! ♦



Bird nest where baby bird fell from on top of Hangar Door 2.

## Tamaqua Celebrates 250th Anniversary of Anthracite



*On May 4, 2019 an anniversary banquet was held at the Tamaqua Station to celebrate the 250th Anniversary of Anthracite culture and identity in this part of Pennsylvania. The banquet was a culmination of a day's heritage events, with 350 guests in attendance. Banquet was sponsored by Scott Herring, 250th Anniversary chairman.*

*Photo of left to right John Ross, owner/operator of Tamaqua Station Restaurant; Andy Muller Jr Chariman/CEO Reading & Northern Railroad; and Scott Herring, organizer of the celebration of the 250th Anniversary of Anthracite.*



Red Creek Wildlife Center came to the rescue.



The three bird siblings are now safe with the Red Creek Wildlife Center.



All four bird siblings shortly after rescue.



# WWII Weekend at Reading Jet Center Glimpse

BY: LAURA LESAGONICZ, READING JET CENTER



Yankee Lady B-17G-110VE coming back after a tremendous landing, showing off the power and mechanic wonder that is this plane.



Yankee Lady B-17G-110VE going down the runway in front of Reading Jet Center, in line for takeoff.

The weather could not have been more perfect here at Reading Jet Center going into World War 2 Weekend. Planes came in from all over throughout the week leading up to the show. Geared up, brought some lively action to the airport. What an exciting time and great way to recognize the men and women who went through so much during that historic and memorable time.

Friday June 7th the Mid-Atlantic Air Museum started the weekend off with a “bang”. As the hustle and bustle of “show” planes began to arrive, they rocked and rolled around the skies. Some planes were giving rides, others were just for show on the ramps, but the majority came in to participate in the action and flying during the shows themselves.

Saturday June 8th the show and attendance was “higher” than ever! The planes ripped and raced across the field, showing off their agility and speed. They flew in formations and did tricks, amazing the crowds. What a sight! Line service didn’t skip a beat and was at full force, available for every fueling and ensuring the planes had what they needed to continue on entertaining.

Sunday June 9th the Museum was able to finish things off as they had started. Every inch of the airport showed their support working together as a team, to make this event as incredible as it was. Another amazing show of flips, tricks and reenactments ended a truly iconic weekend.

Line Service and Office Staff here at Reading Jet Center, did an incredible job of ensuring communication and timing were at an all-time high. Each person played their own role in helping this weekend succeed, but it was truly working all together, that made it spectacular! Thank you to Gordy, Walt, Kevin, David, Bailey, Tammy and Laura for always doing their best and helping make this weekend run as smooth as it did! ♦



The Zero Plane in action over Reading Jet Center, during the Air Show on Saturday June 8th, 2019.



Panchito B25 coming in after landing and giving us at Reading Jet Center an amazing view of this incredible plane.

# Congratulations!

ON YOUR NEW ARRIVAL



Congratulations to Ben, a Loco Electro-Mechanical Technician in our Engine House, and his wife Karen on their newest addition, Elliot Arvin, born on April 10, 2019! Elliot was born at 11:58 am, and weighed seven pounds, 2 ounces, and was 19.5 inches long. Elliot is happy to join big sister Grace as well!



## Reading & Northern’s Family Recipes

### Blueberry Oat Muffins

Sabine Fidler, HR Assistant, shares a recipe that she’s been asked to make for family members and potlucks. She says, “This recipe from Taste of Home is delicious as it is, but making healthy substitutions, as I always do, is easily done.” Enjoy!

*Editor’s note: If adding frozen blueberries, use without thawing to avoid discoloring the batter.*



#### Ingredients *Makes twelve muffins.*

- 1¼ cups all-purpose flour
  - 1 cup quick cooking oats
  - ½ cup sugar
  - 1 teaspoon baking powder
  - ½ teaspoon baking soda
  - ¼ teaspoon salt
  - 2 egg whites
  - ½ cup water
  - ½ cup canola oil
  - 1 cup fresh or frozen blueberries
- Topping**
- 2 tablespoons sugar
  - ¼ teaspoon ground cinnamon

#### Directions

- 1.) In a bowl, combine the first six ingredients. In another bowl, beat egg whites, water, and oil.
- 2.) Stir into dry ingredients just until moistened. Fold in blueberries.
- 3.) Fill paper-lined muffin cups or muffin cups coated with non-stick cooking spray about ¾ full.
- 4.) Combine cinnamon and sugar. Sprinkle over muffins.
- 5.) Bake at 400° for 8-12 minutes or until a toothpick inserted in the center comes out cleanly.
- 6.) Let cool for five minutes before moving from pan to a wire rack.

We would like to encourage everyone to send us their favorite family recipes to [sfidler@readingnorthern.com](mailto:sfidler@readingnorthern.com). 35



# RBMN in the Community

BY: SHANNON ANDERSON, HR SPECIALIST

The Wellness Committee was recently formed to bring employees and their families together while having fun creating a healthy work environment through volunteer functions, community events, educational seminars, and employee-family gatherings. The Wellness Committee is run entirely by employees who volunteer their time. These individuals are passionate about our employees and their families, the community, and creating a positive and healthy work environment.

In March, the Wellness Committee hosted a Capital Blue representative in the Port Clinton office who gave a presentation on Understanding Your Health Information. The information provided increased employees' confidence to make health-related decisions. These include being your own health advocate by talking to your doctor and asking appropriate questions, understanding and scheduling preventative health screenings, understanding nutrition labels, and basic nutrition requirements.

The Wellness Committee recently partnered with Spokes Bike Shop to offer employees discounts on bikes, bike gear, and more. We have also scheduled bike ride meet ups through the fall for employees and their families to join. The Committee also partnered with Little Peace Farm to give employees the option to be a part of community supported agriculture and how they can purchase and customize local organic produce delivered to the Port Clinton office.

In addition to these exclusive discounts and offers, the committee is planning company-wide events for employees and their families. On April 27th, the committee teamed up with Our Town Foundation. Employees and their families volunteered to help with the "Keep Hamburg Beautiful Cleanup Day", part of the "Great American Cleanup" with over 40 volunteers, 19 who were with the Reading and Northern. We collected 54 bags of trash and 20 bags of recycling from Hamburg Community Park, Reading Railroad Heritage Museum, and Hamburg Manufacturing, Inc..

The first Saturday in June, the Wellness Committee had their first "Spring Time, Grow Time" event which was a tremendous success. The event was open to employees and their families to join the Wellness Committee in Port Clinton to begin enhancing the train station property. It took extensive planning and research to bring a four-part plan design to life which included planting Pennsylvania native flowers along the main entrance, adding plants to the garden bed by the main door, creating a coal/rock garden between the main building and classroom building, and having an indoor planting option. With each other's input, dedication, and volunteers we had, we made an incredible impact at the Port Clinton station and had a lot of fun. The completed plan designs were followed by lunch and swapping seeds, clippings, flowers, and plants to take home. Marigolds were also planted in pots to leave with employees as a gift from the Wellness Committee.

The Wellness Committee is in the process of planning their next employee and family event for a morning of kayaking. We look forward to expanding the committee and ensuring all employees and their families get the opportunity to join us for more events to come. ♦



Marigold flowers planted by the Wellness Committee and given to RBMN employees.



From left to right on the back row (Tiffany Meade, Mary Culp, Jessica Melochick, Duane Engle, Michael Debkowski, Erik Yoder, Deborah Yoder, Aubree Yoder, Tony Weachock, Joann Weachock, Shannon Anderson, Lynn Engle, Tammy Debkowski, Mindy Yoder, Eva Melochick, Wesley Yoder, Gabriel Yoder and Tirzah Daubert.



Duane Engle and Jessica Melochick washing the rocks and prepping them for the rock garden.



Deborah Yoder sorting through the plants and preparing them for planting.



Jessica Melochick making sure the coal and dirt keep separated and the transition between the two gardens is functional and appealing.



Lynn Engle led the indoor planting option for the Spring Time Grow Time event.



Lynn Engle and Sabine Fidler planting at the front entrance.



Plenty of plants were brought in from the volunteers of the Spring Time Grow Time event giving everyone the opportunity to take something new home.



Duane Engle, Lynn Engle and Sabine Fidler spotted a woodpecker near the river.



Pictured from left to right: Joann Weachock, Michael Debkowski, Tony Weachock and Tammy Debkowski planting native Pennsylvania plants along the main entrance.





The completed coal garden with the rock river.



Employees and family volunteers helping "Keep Hamburg Beautiful Cleanup Day" as part of the Great American Cleanup. Pictured from left to right back row: Erik Yoder, Evan Getzey, Ben Cole, Ray Schwenk, Ray Schwenk, Jr., Duane Engle, John Byassee; front row left to right: Gabriel Yoder, Jessica Melochick, Shannon Anderson, Lynn Engle, Mary Culp, and Andrew Byassee.



Ben Cole volunteering to keep Hamburg beautiful at Hamburg Manufacturing, Inc.



Jason Winwood and his wife, Jaime Winwood and children, Aaliya and Jamison volunteering to keep Hamburg beautiful near the Railroad Heritage Museum.



Sabine Fidler mulching the newly planted Pennsylvania native plants.



From left to right: Ray Schwenk and his son, Ray Schwenk, Jr. volunteering to keep Hamburg beautiful at Hamburg Manufacturing, Inc.



Kids were welcome to join us for Spring Time, Grow Time and they had a blast digging holes for the plants. Pictured from left to right: Eva Melochick, Mindy Yoder, Tizah Daubert, Gabriel Yoder, Aubree Yoder and Wesley Yoder.



Evan Getzey Reading volunteering to keep Hamburg beautiful near the Railroad Heritage Museum.



John Byassee pulled a tarp out of the woods near the Railroad Heritage Museum. He had his truck full of trash within a few hours.



Ray Schwenk and son, Ray Schwenk, Jr. volunteering to keep Hamburg beautiful at Hamburg Manufacturing, Inc.



Liam Marsh volunteering to keep Hamburg beautiful at Hamburg Manufacturing, Inc.



Mary Culp volunteering to keep Hamburg beautiful near the Railroad Heritage Museum.



Erik Yoder pointing out the killdeers to the young volunteers near the Railroad Heritage Museum.



# Wellness Corner

BY: SABINE FIDLER, RECEPTIONIST/HR ASSISTANT

## Food Poisoning

**"Fact...The airplane's pilot and copilot eat different meals just in case one causes food poisoning."** ~ quoteistan.com

According to the Centers for Disease Control and Prevention (CDC), "1 in 6 Americans get sick from eating contaminated food." In collaboration with local, state, and federal agencies, the CDC tracks food borne illnesses and assists in the investigation of food-borne outbreaks.

With summer and picnic season already in full swing, identifying symptoms, causes, long term affects, and preventative measures may thwart the onset of food poisoning.

The American Food Safety Council reports that symptoms of food poisoning may manifest hours, days, or even weeks after consumption of bacteria. Cases of food poisoning typically dissipate within hours or days, however, severe cases or those which linger longer may require immediate medical attention. Although the source of contamination dictates the type and severity, symptoms may include, but are not limited to the following::

- Stomach cramps
- Fever
- Nausea
- Vomiting
- Diarrhea
- Loss of appetite

Food contamination may occur during any step in the food process including growth, harvest, processing, storing, shipping, or preparation. Some common sources of food poisoning include:

- Raw or undercooked fish, meat, shellfish, and poultry.
- Products containing raw or undercooked eggs
- Unpasteurized juices, milk products, and milks
- Raw sprouts
- Expired or moldy foods

### Long Term Affects – When to Seek help

For most people, a case of food poisoning lasts 1-7 days and goes away without any long-term effects. However, some people may face long-term or even deadly affects. Some of the most devastating effects may include:

- Kidney Failure
- Chronic Arthritis
- Brain, Nerve, and Liver Damage
- Death

If you begin to experience any of the following symptoms, it is time to seek medical attention.

- Blood in vomit or stools
- A temperature higher than 101° F
- Signs/symptoms of dehydration
- Extreme pain
- Diarrhea lasting longer than three days

Some preventative measures may be taken in order to prevent food poisoning. Some tips for preventing food poisoning include:

- Use warm soapy water on hands and cooking surfaces often. Be sure to wash hands and sanitize surfaces before touching other foods.
- Keep foods separated, especially raw meat, poultry, and fish. Avoid cross contamination.
- Dispose of any foods that may be spoiled or improperly handled.
- Store refrigerated or frozen foods at the proper temperature within two hours of purchase or removal. Do not allow them to fully thaw or defrost.

Despite the alarming statistics, American food is among the safest. The CDC recommends following four simple steps to protect your loved ones from food poisoning: clean, separate, cook, chill.



### For more information, visit:

- <https://eatsafe.org/food-poisoning-symptoms>
- <https://www.foodsafety.gov/poisoning/index.html>
- <https://www.cdc.gov/foodsafety>
- <https://www.mayoclinic.org/diseases-conditions/food-poisoning/symptoms-causes/syc-20356230>

## Reading and Northern's Rattlesnake Family

BY: CHRIS NEFOS; MOW SUPERVISOR, READING DIVISION & SABINE FIDLER, HR ASSISTANT/RECEPTIONIST

On a cool summer's morning, a mother timber rattlesnake is spotted with her offspring soaking up the warmth of a boulder heated by the previous day's sunshine. These Viperidae appear to be relaxed and content knowing they are safe within the confines of Reading and Northern Railroad's wildlife sanctuary. Although they perceive humans as potential predators and prefer to be unseen, these reptiles will strike if provoked. It is, therefore, recommended to respect these beautiful and majestic creatures and the vital role they play in our ecosystem.

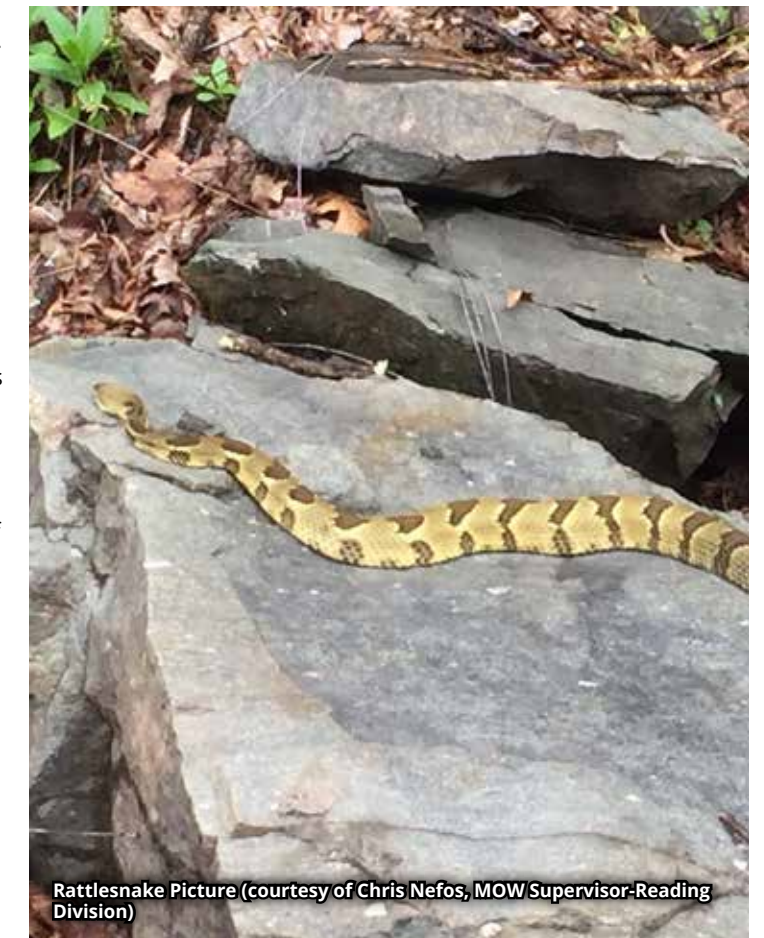
Some fun facts about rattlesnakes you may not know are:

- Rattlesnakes are excellent swimmers and can be found in large bodies of water several miles away from shore.
- Rattlesnakes only search for food when they are hungry. Depending on the size of the meal, they may go two weeks without eating.
- The average rattlesnake is three to four feet long but can reach lengths of up to eight feet.
- All rattlesnakes have rattles, are venomous, and are pit vipers.
- Rattles:
  - o Another segment or rattle is added each time the rattlesnake sheds its skin which occurs several times a year.
  - o Rattles are made of keratin similar to the substance with which our fingernails are made.
  - o Rattles are empty but the rattling sound occurs when the snake shakes its tail and the segments knock against each other.
- Venom:
  - o Venom is a strong, hemotoxic substance which destroys vessels and blood cells.
  - o If not treated with antidote immediately, venom is fatal to humans.
- Pits:
  - o Pit vipers have thermal detectors or "pits" on the side of their heads used to detect the presence of warm-blooded prey.

Rattlesnakes benefit the environment by controlling the rodent population. In addition to rodents, their favorite snacks also include rabbits, squirrels, small birds, and other unsuspecting creatures which lurk within their territory. Rattlesnakes locate their prey in several ways. By flicking their forked tongue in and out of their mouths, they are able to collect scent molecules from the air. Thermal detectors or "pits" found on each side of their heads enable the rattlesnakes to sense heat radiating from potential prey. Rattlesnakes also sense the slightest ground vibrations.

Since rattlesnake bites are deadly to humans, it is important to understand when and why they make their appearance. Rattlesnakes hibernate during the cold, winter months in dens curled up around each other to keep warm. They appear during the spring to eat and mate. Mating actually occurs from spring to fall, depending on the species, once every two years. Rattlesnakes are ovoviviparous which means that egg sacks are incubated inside the mother for approximately ninety days. Eight to ten neolates are born at one time and are approximately ten inches long. These hatchlings are born aggressive, venomous, but cannot rattle.

Although the word "rattlesnake" causes most people anxiety and trepidation, they are one of the most specialized and effective predators on the planet. Most rattlesnakes struggle to survive as humans invade their habitat. Educating the public and respecting the rattlesnake's valuable roll in our ecosystem will prevent this creature's addition to the threatened and endangered species list.



Rattlesnake Picture (courtesy of Chris Nefos, MOW Supervisor-Reading Division)

### For more information, visit:

- <https://www.kidzone.ws/lw/snakes/facts-rattlesnake.htm>
- [http://www.softschools.com/facts/animals/rattlesnake\\_facts/330/](http://www.softschools.com/facts/animals/rattlesnake_facts/330/)
- <https://animals.sandiegozoo.org/animals/rattlesnake>





Brandon Kalbach in the process of cutting a rail at Tannery.



Congratulations to Aaron Aigeldinger, right, on his promotion to Locomotive Engineer. Tyler Glass, Executive VP Operations, joins Aaron on his left.

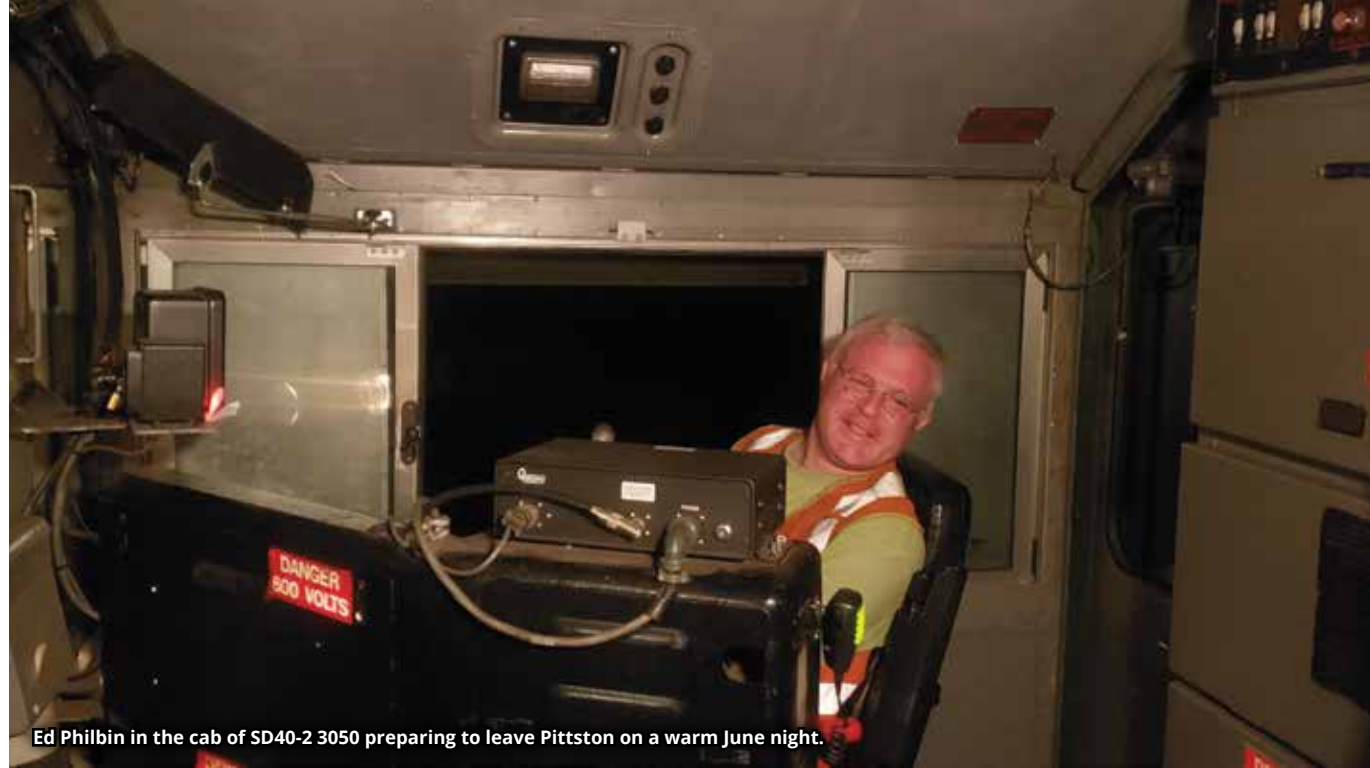


Congratulations to Tony Weachock, right, on his promotion to Locomotive Engineer. Tyler Glass, Executive VP Otions, joins Tony on his left.



Bill Keim is working on a Budd RDC at Port Clinton. A man of many talents needs many tools.





Ed Philbin in the cab of SD40-2 3050 preparing to leave Pittston on a warm June night.



Mike Boyle flashes a quick smile while at his work station in the locomotive shop.



Matt Collins (on ground) and Zach Baker shown performing signal tests at White Haven



John Hartman shown at the controls of a Budd RDC at Port Clinton.



Congratulations to Elijah Wilson, right, on his promotion to Locomotive Engineer. Tyler Glass, Executive VP Operations, joins Elijah on his left.



Jim Cerulli and Bill Clark standing in front of an electric arc furnace at the Steel Dynamics' Butler, Indiana plant.



Congratulations to Caleb Fetterloff, right, on his promotion to Locomotive Engineer. Tyler Glass, Executive VP Operations, joins Caleb on his left.



# Red Creek Wildlife *Falcon Rescue at Reading Airport*

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

Tina Muller-Levan took immediate action when she heard about a young falcon in trouble at the Reading Airport. She called Red Creek, and within minutes we had a photograph of a nestling American kestrel, much too young to be out of the nest, on the ground. Capture and Transport volunteer, Bonnie Bohnenblust, responded and examined the situation.

An American kestrel nest had remained hidden above the rolling overhead door to the hanger at the Reading Airport Jet Center. When workers began opening the door, the kestrel fell from the nest. Our first response to this type of situation is to attempt to renest the bird in order to keep the family together. An examination of the nest determined that there were three more nestlings above the door, and the entire nest was in danger of being crushed if the door was lifted further.

Relocating the nest away from the door was one option, but moving falcon nests often ends in failure due to stress. Complicating the situation was the timing of the accident: June 6th. The following day, thousands of visitors and hundreds of reenactors would converge on the Mid-Atlantic Air Museum in Bern Township for WWII weekend, an annual event featuring historical battle reenactments, vintage military equipment, and air shows. The stress from the move and the activity in the days to come would most likely cause the parents to abandon the nest. It was decided to remove the nestlings.

At Red Creek, we introduced the baby kestrels to Napoleon and Josephine, two non-releasable kestrels that act as fosters for the babies we receive. Napoleon immediately began protecting the babies while Josephine started dropping food into the hanging basket that served as their new nest. They will continue to grow at Red Creek until they are old enough to be released. Thanks to Tina's quick action, these birds will have a chance at a normal life.

American kestrels are the smallest of the North American falcons. About the size of a blue jay, kestrels are colorful birds with distinct black malar strips on their face and red tails. The males have gray wings, and the females' wings are brown. They also have a big attitude for such a small bird, which is why we named our male foster Napoleon. ♦



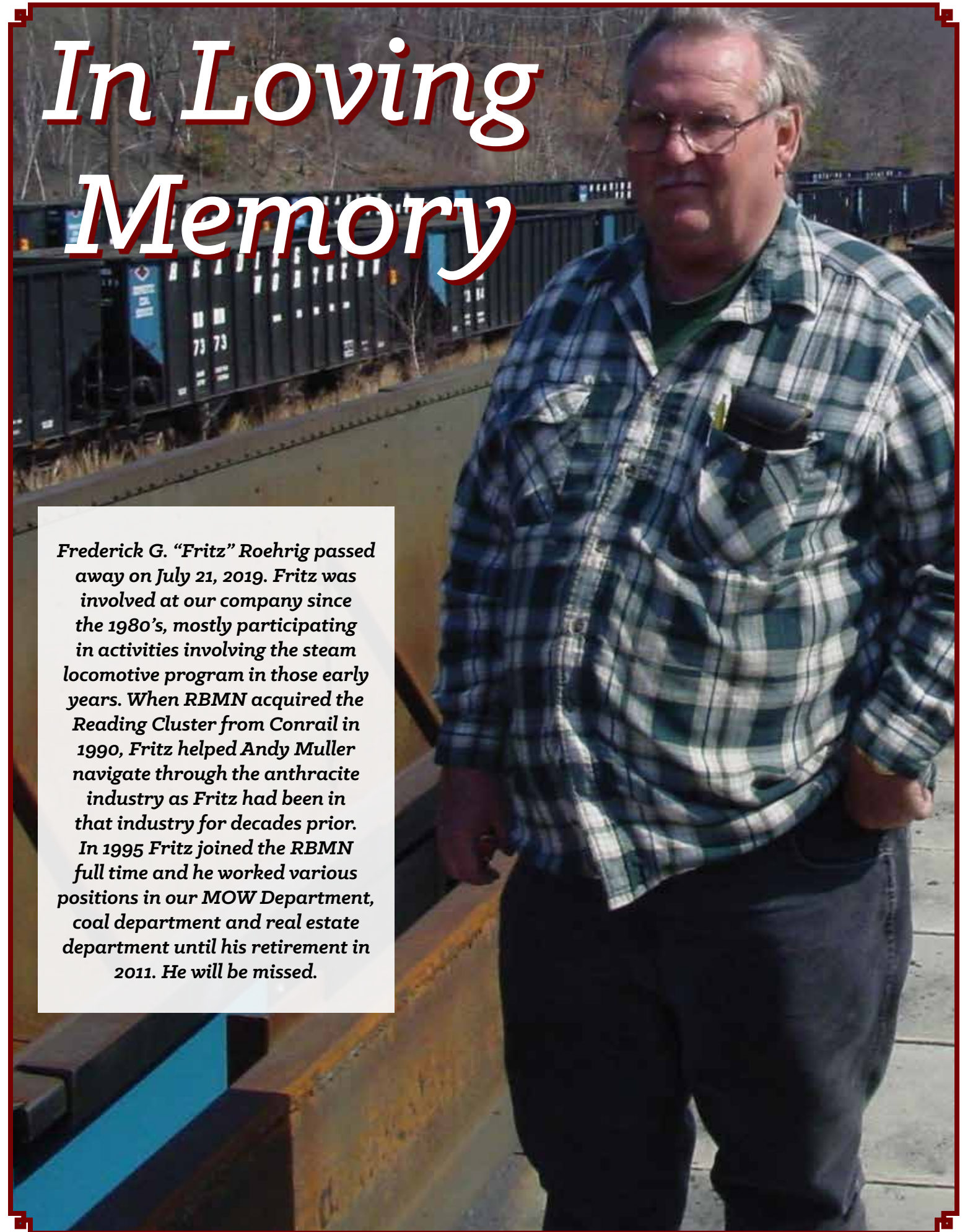
Bonnie Bohnenblust delivering the chicks.



Napoleon with the chicks.

# *In Loving Memory*

*Frederick G. "Fritz" Roehrig passed away on July 21, 2019. Fritz was involved at our company since the 1980's, mostly participating in activities involving the steam locomotive program in those early years. When RBMN acquired the Reading Cluster from Conrail in 1990, Fritz helped Andy Muller navigate through the anthracite industry as Fritz had been in that industry for decades prior. In 1995 Fritz joined the RBMN full time and he worked various positions in our MOW Department, coal department and real estate department until his retirement in 2011. He will be missed.*





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



The first beam is set at the Nesquehoning Bridge on the morning of July 11, 2019.