

R & N Magazine

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

FALL 2021 | VOL. 23, ISSUE 4

**SEE
INSIDE!**
*Update on
Passenger Fleet,
page 15!*



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BY: WAYNE A. MICHEL, PRESIDENT

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The scene of some of Hurricane Ida's devastation. See more on RBMN recovery on page 4.



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Mother Nature decided to visit our region in September. And by the time the month was over we had numerous washouts, downed trees and service interruptions. But, as the articles and pictures in this issue reveal, nothing stopped Reading & Northern employees from getting our customers served and keeping each other safe while doing it.

The month started with Hurricane Ida. From my narrow vantage point at home outside Philadelphia, I had never seen water come down so hard and run off so fast. I was so amazed at the sights that I even took a picture of water rushing down steps to our driveway. We lost a huge tree in our backyard and the edges of our rather steep driveway were washed clean of their stone. And that was just one home.

All over the region people were without power, or dealing with flooding of their houses or downed trees. Of course, our region had it much better than the Louisiana Gulf and parts of New Jersey and New York.

To me the story of this storm, as it has been with past storms, is the resiliency of the railroad. I am always amazed at what our people can accomplish. Time and time again they prove themselves when faced with obstacles.

Through it all we soldier on. We all have a mission. The employees of the Reading & Northern are dedicated to serving our customers and taking care of each other.

It's that work ethic that enables us to constantly grow. Even in the current economy with supply chain challenges and many companies having difficulties finding workers, we are growing. After three quarters of the year, our traffic is ahead of last year's record breaking pace. Our revenues are rising much faster than our carloadings as we have made investments in adding warehouse, transload and trucking services. Our passenger business has already surpassed our best years.

And all this has happened while a number of our recent industrial development projects are slowly getting up to speed and a major new transload facility is weeks away from opening.

The future is exceptionally bright for the Reading & Northern. Even through the ill wind that Mother Nature may blow our way from time to time, the employees of the Reading & Northern are keeping on track. ♦

COVER PHOTO

A view inside of one of the newly acquired passenger cars, Car 8 "Mauch Chunk Club", formerly car 6 "Calumet Club."

EDITORS

JOLENE BUSHER • TAYLOR HAUPT • SABINE FIDLER

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Safety Always:

Weathering the Storms

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY



QADE vs tree on the Hazleton Mainline after the storm.

September was an eventful month with two major storm events.

On September 1st Hurricane Ida arrived and blanketed the entire railroad system with a constant downpour. Portions of the railroad saw more than 7" rain causing flash flooding, washouts, downed trees and overall brutal working conditions.

On September 13th the Hometown region in the heart of our system was hit with a downburst with winds of 75mph. There were a massive amount of downed trees and widespread power outages.

While the storms were different the response was the same, swift and safe.

The rail crews were able to provide service to all our customers during the storm, but our freight network took a hit overnight. Train crews operated cautiously preventing potential injuries or extensive damage to equipment from tree strikes. It was nothing short of impressive to experience the response from all departments to get the railroad cleared of trees and washouts repaired quickly and safely. The coordination between Transportation, MOW and Signals expedited a speedy recovery while

Customer Service kept all our valued customers informed on the progress and plans for service.

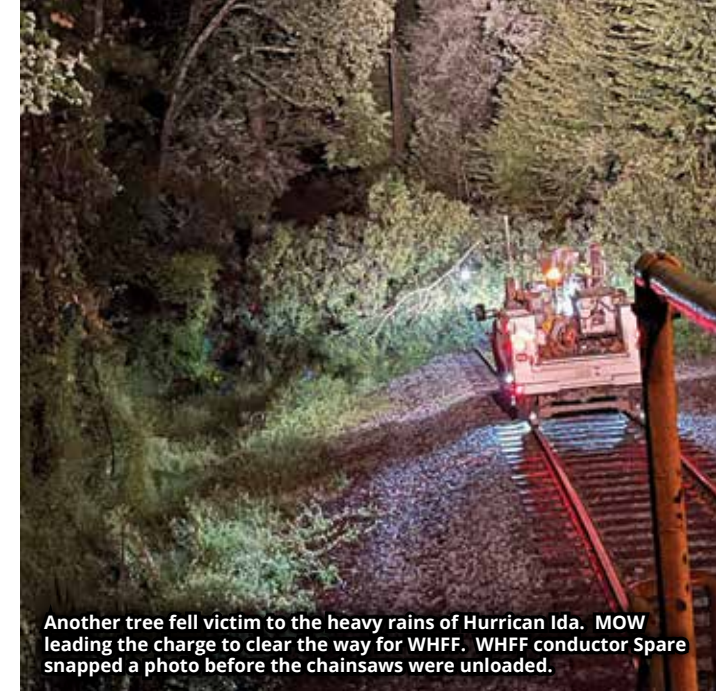
Interdepartmental planning arranged for teams of MOW crews to work throughout the night cutting trees in front of our Fast Freight Network on the core routes. You could hear the chainsaws blaring while the diesel locomotives hummed. Fresh MOW teams arrived in the morning to clear the branch lines as the local crews assembled their trains with the requested customers' freight.

The dispatchers deserve the Davey O'Brien Award for quarterbacking all the MOW, crews and signalmen in the field to ensure all had proper protection and knew where each other were.

All the team members out working focused on keeping trains moving while ensuring their personal safety and that of their coworkers. The dedication each department had to the common goal of customer service was the key to recovering from the storm. I'd like to thank everyone involved for their role in getting the customers serviced safely. ♦



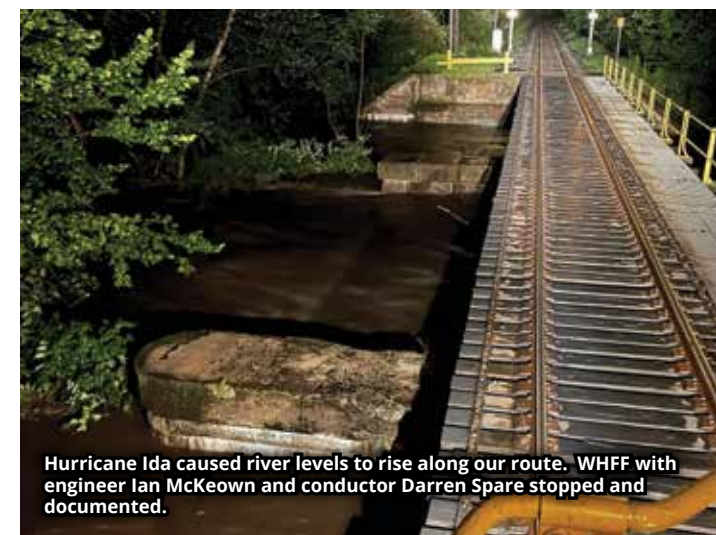
Dispatcher Nate Bissey coordinating crews and MOW as everyone works together to recover from the storm.



Another tree fell victim to the heavy rains of Hurrican Ida. MOW leading the charge to clear the way for WHFF. WHFF conductor Spare snapped a photo before the chainsaws were unloaded.



Tree down due to the remnants of Hurricane Ida at milepost 113.



Hurricane Ida caused river levels to rise along our route. WHFF with engineer Ian McKeown and conductor Darren Spare stopped and documented.



WHFF with engineer Dallas Humphreys and conductor Darren Spare heading south of Haucks until the discovered this obstacle create by the downburst on 9-13-21. Photo taken by Darren Spare.

The Aftermath of Hurricane Ida

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY



Customer Service Team: (l) to (r): Michele Daub, Leanne Moser, Susan Ludwig, Jennifer Woodeshick, Lori Chinchar, Steve Werley.

Customer Service Reacts to Hurricane Ida

BY: SUSAN LUDWIG, VICE PRESIDENT CUSTOMER SERVICE AND MARKETING
LORI CHINCHAR, DIRECTOR OF CUSTOMER SERVICE

RBMN customers began preparing for the possible effects of Ida on Monday 8/30. We were asked by a customer if we could have a plan to evacuate their cars to higher ground, there were concerns about flooding damage. We of course put a plan in motion in case it was needed. After watching the course the storm was supposed to take, they decided it wouldn't be necessary. Tuesday 8/31 we were contacted by another customer to evacuate their storage track cars to higher ground. Operations was able to accommodate that afternoon and cars were moved to our West Cressona yard.

Wednesday September 1st, Ida hit our area. The railroad began dealing that evening with the flash flooding, and trees and wires down that needed to be cleared before our trains could move. RBMN had their forces working round the clock to get the trains moving as quickly and safely as possible.

Thursday 9/2 we were notified early in the morning that our internet was down in the offices. Lori Chinchar, Director of Customer Service and Steve Werley, Director of Fleet Management both started their days early in the morning from home to make sure we had a handle on what issues we may be facing regarding serving our customers. They both analyzed the information

provided from Operations to determine what customers were affected from our Fast Freight train not being able to reach its destination the night before.

With no internet we could not access our emails in the office for communicating with our customers for their shift info and to update them. The whole team pulled together and brought in their personal laptops to the office and used their phones as internet hotspots until the internet was restored. Customer Service could not communicate in the normal manner with the crews via their computer tablets in the engines either. We had to communicate through the dispatcher and had to relay all info through him. We did get all customers, with the exception of one area served that day and by Friday we had all customers caught up and were back on our normal schedule. Affected customers were all notified and were updated throughout the day.

It was a team effort with the whole railroad, and we were proud of the whole RBMN team and grateful that everyone came out of the storm safely. Customer Service made sure that we did everything we had to, to keep our customers updated and served as soon as possible. ♦



“Neither snow, nor rain, nor heat, nor gloom of night stays these couriers from the swift completion of their appointed rounds”... Just like the old saying goes that nothing shall stop the US mail, we in the Maintenance of Way department take the same approach to making sure that our trains “make their appointed rounds” with the same resolute.

In the last article, MOW wrote about the massive rehabilitation project that has been underway since acquiring a portion of the Main Line from Carbon County (Main Line Mile Posts 106 – 120). This project has been an all-hands-on deck endeavor that has absorbed most of our department’s energy, focus, and manpower. Earlier this year in our article, we laid out the plan to upgrade this portion of track that not only sees freight, but passenger excursions as well. Our focus is to upgrade all the older and smaller 100lb rail and replace it with newer and heavier 136RE rail. In addition, we plan to install ties, dump ballast, and surface the track to bring is up to the standards we expect of the RBMN Main Line.

Continued on page 8.

On scene following Ida, a crew is temporarily stopped at the LS 159 landslide for MOW crews to inspect prior to moving the train.



Main Line crossing MP LS 148.61 Pacurariu Lane is underwater from all the rain and water runoff from Ida.



MOW crews out while water continues to rise at Lehigh Mainline MP 153.1 Track 1.



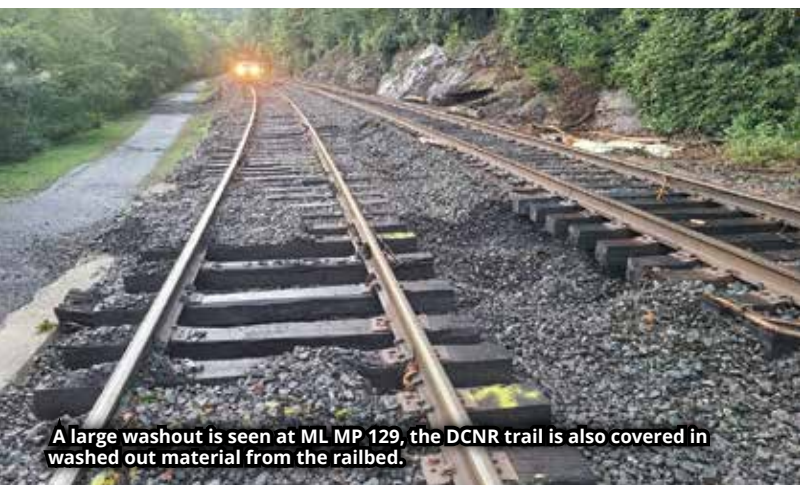
The morning after Ida, a large washout is found at ML MP LS 159.55.



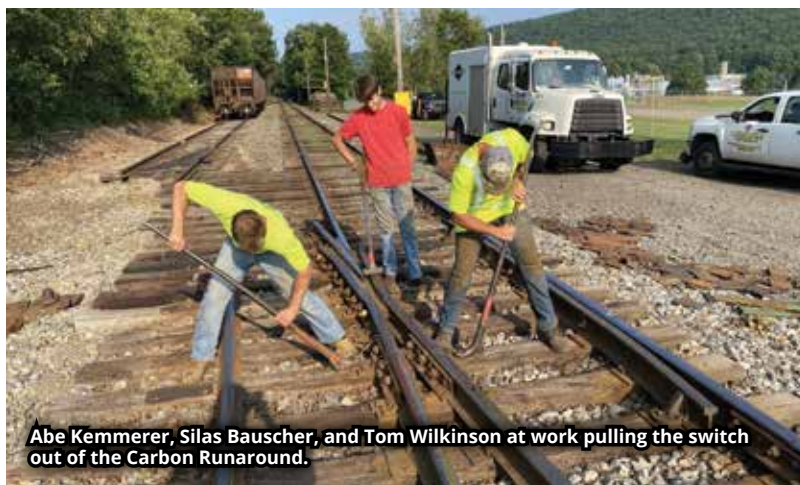
Lehigh Mainline MP LS 159.3 washout.



Matt Mizikoski (in truck) utilizes a rotary dump truck to fill in a massive landslide on the Lehigh Main Line MP LS 159.



A large washout is seen at ML MP 129, the DCNR trail is also covered in washed out material from the railbed.



Abe Kemmerer, Silas Bauscher, and Tom Wilkinson at work pulling the switch out of the Carbon Runaround.



Operator Dale Homm and MOW Trackman Enos Bleiler install new ties in Nesquehoning (ML MP 115.7).



Tyler Lewis assists with new tie installation at Panther Creek (ML MP 114.7).



Overnight storm patrol comes across a downed powerline in North Reading Yard.

Continued from page 7.

As in a lot of things in life, sometimes plans need to pause or be adjusted for unexpected events. Amid working to complete our improvements to the Main Line, Hurricane Ida decided to show its ugly side as it made its way up the East Coast and across our system map. As the storm began to show its potential, the heavy rains quickly tested not only our drainage systems but the drainage systems that surround us. Heavy winds from the storm began blowing down trees and it didn't take long for the first reports to come in about blocked lines and stopped trains. MOW began calling forces in throughout the night to clear trees and keep our trains moving. Those efforts continued not only throughout the night but also into the morning when daylight revealed the true aftermath of Ida. Multiple spots along the northern section of main line were completely washed out and numerous areas on our new main line from Tamaqua to Jim Thorpe were littered with downed trees. The largest of the washouts occurred at Main Line Mile Post 144.8, just south of White Haven, PA. The washout here was approximately 20' wide by 30' long and over 18' deep. To give an idea of its scope, it took over 20 tons of rip rap stone, 1 full truck of concrete, and 20 tons of ballast to help fill it in. As the morning began to take shape, MOW quickly set up a central HUB that was headed by Zach Simpson, MOW Director, who took in

reports from multiple sources both internally and externally of the damage. MOW dispatched multiple levels of its leadership to hiraill and inspect all the lines for storm damage. From there Zach compiled the information and worked internally with the Division Leaders, Duane Engle and Shawn Slusser to coordinate priorities, equipment and manpower. Crews quickly scattered across our system cutting trees back for the safe passage of trains while other MOW gangs worked with backhoes to clear debris and repair the washouts of track. The communal efforts of 47 people that make up the MOW department had all lines restored and runnable within 16 hours of the start of the storm. These efforts were also on display as MOW made sure that none of LGSR passenger trips were affected through the Lehigh Gorge, which was one of our most impacted areas. Paying customers had the opportunity to see the Lehigh River swell to one of its highest points, while not having any of their trip uninterrupted due to storm damage.

Even as Ida hit us with everything it had, MOW was able to rise to the occasion as it has so many times before. Mother nature merely just hit the pause button to our grander plans as our crews are now back on the Main Line section that runs through Carbon County, completing the project that will upgrade the final piece of the RBMN main line. ♦



ML MP LS 149 is washed out the morning after Ida with many suspended ties.



Matt Nestor, Duane Engle, Justin Hughes, Dave Hutton, Dennis Rosohac, Boyd Lenich, Derrick Keener, and Blake Handling gage and spike a railchange in Nesquehoning (ML MP 116.5).



Overnight storm patrol runs into waterfalls along the Lehigh Branch.



Matt Mizikoski operates a rotary dump truck to full in where material was washed away at the landslide at ML MP LS 159.



Rising water can be seen on the shoulder near ML MP LS 158.



A massive landslide takes out the shoulder of the rail bed on the Lehigh Mainline MP LS 159.



ML MP 144 sees high pooling water in the gage and on both sides of the track.



Russ Monroe and James Alba shoulder ballast dumping along the Lehigh Division main line in White Haven.



Storm patrol comes across a massive tree fouling the tracks on the M&S Branch MP 121.9.



Jim Thorpe Station pad extension being worked on by Operator Homm, Phil Shaeffer, and Brian Van Blargan.



Chris Garcia, Brandon Kalbach, Matt Nestor, Tyler Lewis and Dave Hutton cut out a crossing in Nesquehoning (ML MP 117.57).



Nick Alberswerth, Dennis Rosohac, Dave Kittner, Corey Hamm, Justin Fetterolf, Brandon Wagner, and Shawn Himmelberger knock off plates and plug the remaining ties for a new CWR install just south of the Hometown Highbridge.



Josh Antosh and Nick Alberswerth tighten bolts along the main line.



Officer Mike Painter, Sergeant Ryan Parks, Detective Connor Hedrick, Corporal Matt Fredmski, Lieutenant Matt Johnson, and Officer Angel Brazdzionis together this fall for annual weapons qualifying.

BY: JOLENE BUSH, AVP REAL ESTATE

The Reading & Northern Railroad, perhaps unbeknownst to many, is protected by our private police force. Similar to police departments in your boroughs, towns, and cities, our police officers are Act 120 certified by the State of Pennsylvania, which means our police officers must continually maintain certifications through the State's Municipal Police Officers Education and Training Commission. These annual and biannual certifications include first aid and CPR training, firearms qualifications, and legal updates training. Unlike your local police departments who receive their powers from their respective Mayors, our police officers receive their powers by the Governor of Pennsylvania. This is because our rail system, whose facilities, operations, and personnel our police protect, runs through multiple townships and counties within the State.

Our police department is comprised of six officers, Lieutenant Matthew Johnson, Sergeant Ryan Parks, Corporal Matthew Fredmski, Detective Connor Hedrick, Officer Mike Painter, and Officer Angel Brazdzionis. These officers are responsible for patrolling our 400 mile rail line that passes through nine counties in Pennsylvania. Of utmost priority is ensuring the safety of our operations and our field personnel. Our officers protect our operations by patrolling our properties and rail line on alert for trespassers, safety hazards, encroachments, and suspicious activity that all in some way can dangerously impact the operations of our train and maintenance crews. In doing so, our officers are also protecting the general public from illegal and dangerous activities on our railroad.

The Reading & Northern Railroad's police department echoes the legacy of the former Coal and Iron Police. The Coal and Iron Police were private police forces established in the mid nineteenth century to protect the property and operations of the many railroads and coal collieries in Pennsylvania. The Coal and Iron Police were eventually replaced by the Pennsylvania State Police in the early twentieth century, though their responsibilities are mirrored by the police department of the Reading & Northern Railroad today. Our officers all participate in the protection of our properties and are responsible for the safe operation of our trains and crews. But each officer brings their own special directives to the department for the betterment of the railroad.



Lieutenant Matthew Johnson

Lieutenant Matthew Johnson was hired in January, 2005 and is also the Vice President of Asset Management & Community Relations in the Real Estate Department. LT Johnson had previously worked for the Berks County Sheriff's Office and the Fleetwood Borough Police Department. In 2014, Lt. Johnson was instrumental in the passing of State Bill 1077 (Act 79), which was sponsored by Senator David Argall. This bill added railroad materials to the list of items that can only be sold to scrap processors by commercial entities. This was a measure to stop trespassers coming onto railroad property to steal rail materials to sell for scrap. Trespassing on railroad property is not only dangerous to the trespasser, but dangerous to train crews encountering the trespasser and their thief activity.

Sergeant Ryan Parks

Sergeant Ryan Parks was hired in June, 2003. Sgt. Parks was originally hired within the Reading & Northern's Maintenance of Way Department, but then attended the police academy to move into our police department. Sgt. Parks is an avid outdoorsman, which serves well patrolling our rail system that is heavily forested. Outdoor recreation activities such as ATV and snowmobile riding often bring the general public onto our railroad's right of way which is not only damaging to our infrastructure, but dangerous for both riders and our train crews. Sgt. Parks is a skilled tracker and has been highly successful in reducing ATV trespassing activity by increasing patrols to high trafficked locations and working closely with local communities and police departments to stop and educate trespassers of their dangerous activities on our properties. Sgt. Parks is also responsible for the day-to-day operations of the police department which involves working with other departments at the Reading & Northern to provide protection and assistance on internal projects.



Corporal Matthew Fredmski

Corporal Matthew Fredmski was hired in January, 2012. Cpl. Fredmski has also worked for the local Duryea Borough Police Department for many years. Cpl. Fredmski patrols much of our northern most locations on our rail system and as a local resident, is very familiar with these locations. Cpl. Fredmski uses his familiarity with these locations and communities to find hunter trespassing and encroachment activity on our property. Hunters will often set up hunting stands on our property or follow animals onto our property which is dangerous for our field crews to encounter. Private residents, unfamiliar with our property lines, often push materials, vehicles, and debris onto our property making development and operation of our properties difficult. Cpl. Fredmski is constantly on alert for these trespasses and encroachments, knowing where to look first for most trafficked areas of trespass.



Officer Mike Painter

Officer Mike Painter was hired in March, 2012. Prior to working for the Reading & Northern's Police Department, Officer Painter had a long tenure in the local Hamburg Borough Police Department, serving as Chief of the Department. Officer Painter is well versed in police policy and certifications. Each year, to maintain certification as police officers, our police department must qualify on the weapons they use while on police duty. Officer Painter is a skilled weapons handler and is responsible for the organization of these qualifying activities. Weapons qualifying involves shooting at a protected gun range and practicing loading and firing their on-duty weapons.

Detective Connor Hedrick

Detective Connor Hedrick was hired in September, 2018. DT Hedrick also worked with the Lehigh Township Police Department, Pittston City Police Department, and the Hughestown Borough Police Department. Since working with the Reading & Northern, DT Hedrick has completed FBI Detective School and has been very active in investigations pertaining to stolen materials and trespassing. DT Hedrick also holds multiple certifications in online investigations. Most recently, DT Hedrick has become a volunteer for Operation Lifesaver which utilizes public programming to educate local communities about railroad track safety. DT Hedrick attends local events to spread the word on track safety in an educational format in the hopes that future generations will better understand the dangers of railroad trespassing and we will see an overall decrease in trespassing activity.



Officer Angel Brazdzionis

Officer Angel Brazdzionis was hired in May, 2021, and is the newest addition to our police department. Officer Brazdzionis has also worked for the Avoca Borough Police Department and holds multiple certifications including being certified as an instructor in standardized field sobriety testing, certified in advance roadway drug detection, and certified in basic detection of explosive materials and identifying homemade explosives. Officer Brazdzionis has been hugely instrumental stopping on foot trespassing and recreational vehicle trespassing on our property since his recent hire, including making numerous drug arrests on our property.



Detective Connor Hedrick, Officer Mike Painter, Sergeant Ryan Parks, and Lieutenant Matt Johnson participating in annual weapons qualifying.

Passenger Season Update

October as Big as Ever

BY: MATT FISHER, PASSENGER GENERAL MANAGER

This is one of the rare years where five whole weekends fall in October. The Passenger department always takes advantage of that calendar opportunity by running hourly Lehigh Gorge Trains from 10am through 5pm on weekends, along with Reading and Northern Excursion trains from both Pottsville and Reading Outer Station to Jim Thorpe.

Last year only two excursion trains made the traditional trip from Berks County to Jim Thorpe, this year it is ten trips, both steam and diesel offerings. Locomotive 425 heads up the train the first, fourth, and fifth weekends in October at prices of \$69 per person. The F Units are in charge the second and third weekend of the month at \$49 per person. The big news this year was the addition of some of the dozen coaches purchased this year to the train consist. Car 453, a heavy weight six axle coach was added October 9 to the train, followed by Car 8, formerly the "Calumet Club", a beautiful lounge car. Please read "Update on Passenger Fleet" article for more information.

Nearly every trip sold out, much of this success is from our new point of sales system Jon Barket helped set up in summer. Also, the Schuylkill Haven office staff has literally answered the call yet again this year. Many days in September over 300 phone calls would be processed each day. Employees are in the office answering the phones 8:30am through 5pm daily.

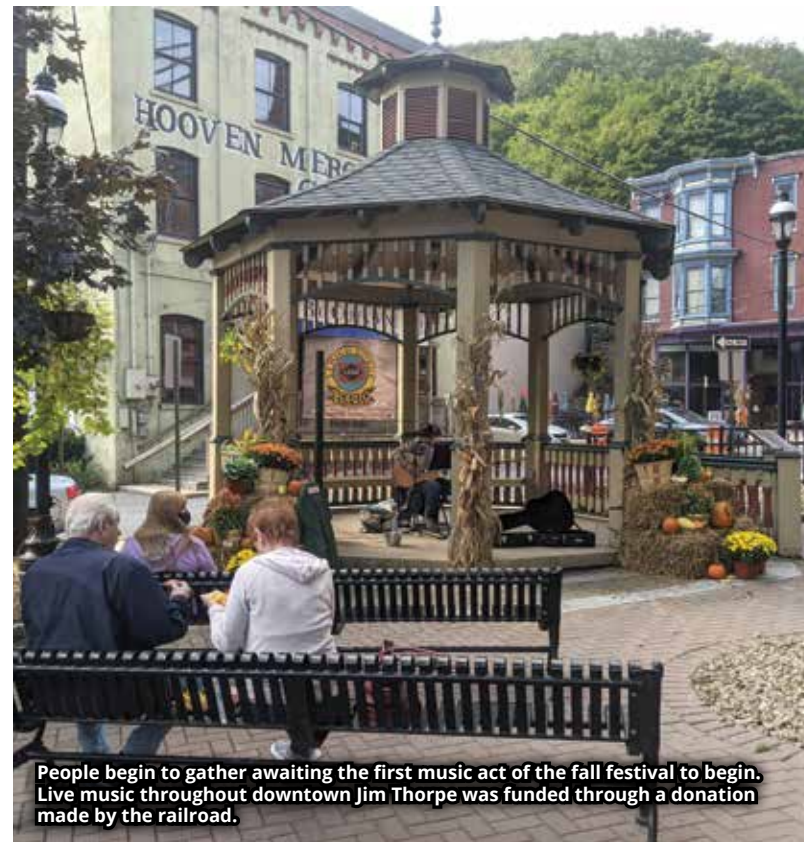
The railroad also decided to add Pottsville to Jim Thorpe Rail Diesel Car trains every weekend in October. The trips start at Pottsville Union Station, making station stops at Schuylkill Haven and Port Clinton. Parking at all locations is free and very close to platform areas where the train boards customers. The Pottsville RDC excursions cost \$49 per person, same as the diesel trips originating at Reading. Looking over the numbers, management was pleasantly surprised to see how fast the Pottsville tickets sold. In years past these trains would be the last to sell out. This year, many sold out by the second week of September. Maybe this is in part due to the attention of the new trips added to Pottsville in September, see the article "A Day Discovering Pottsville".

The focus in October is Jim Thorpe. This year, for all five weekends, there will be live music playing at locations downtown. This is directly a result of the railroad partnering with "Amazing Jim Thorpe", the local tourist association. The railroad graciously donated \$9,000 this fall for the live music. It is in hopes that this will become a tradition to not only take a train ride and enjoy the town in Autumn, but to also make this a music venue for years to come. The music was enjoyed both by visitors and residents of Jim Thorpe alike.

Even on weekdays there are a lot of things happening in Jim Thorpe. The

Lehigh Gorge trains operate each weekday into the gorge and most shops, attractions, and restaurants were all open daily.

Trains will continue to run daily into the Lehigh Gorge through Sunday, November 14. Then the trips are Fridays, Saturdays, Sundays, with Santa and his helpers making their return on Friday, November 26. We are so happy to continue to see upward trends in ridership. Please visit www.lgsry.com and www.rbmnr-passenger.com for the latest information on passenger events. ♦



People begin to gather awaiting the first music act of the fall festival to begin. Live music throughout downtown Jim Thorpe was funded through a donation made by the railroad.



Private car number 30, formerly car 5, seen at Jim Thorpe days after it was completely repaired and repainted.

Update on Passenger Fleet

BY: MATT FISHER, PASSENGER GENERAL MANAGER

The Reading and Northern finally started to see the newly acquired coaches enter North Reading Yard in late September. This was partly due to Jim Raffa, VP Market Development communicating with Union Pacific and the RBMN customer service department giving updates as to location of cars. Thanks to Eric Peters, VP Transportation and Safety for also helping oversee the coaches navigate Norfolk Southern from Chicago to Reading. The first to be delivered were three heavyweight full coaches that were originally Southern Railway coaches numbers 450, 452, 453. Work immediately began on the electrical and air conditioning system under car 450. Number 453, with new interior seating, was the closest car ready for service. Meg Pursel, who recently was promoted to Paint Department Manager, and her team worked very quickly to get car 453 in presentable shape for our Fall Foliage trains.

The next cars to make it to Reading were car 8 (formerly car 6 "Calumet Club", car 22, formerly car 20 "Lookout Mountain", car 451, and car 7 "Mardi Gras").

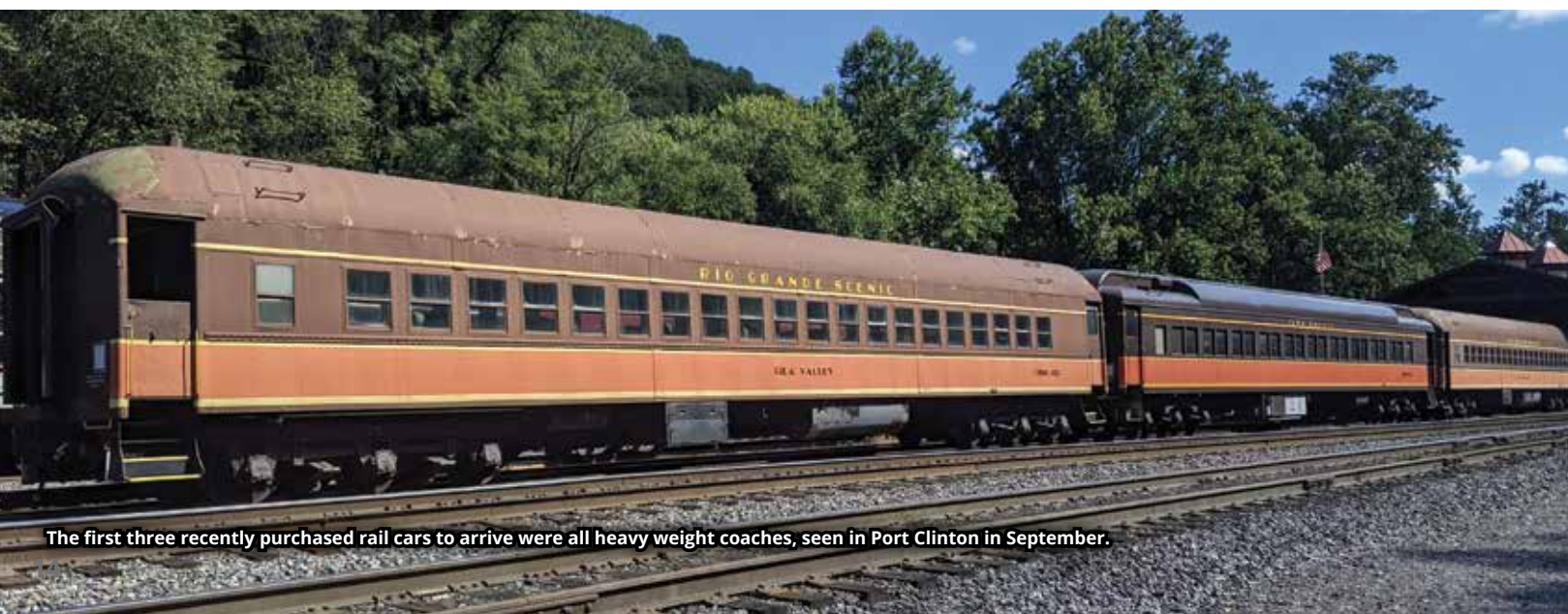
People asked why change the numbers so quickly? The biggest reason was the purchase of a twelfth car, another dome. In early September, Reading and

Northern was a high bidder on the "Scenic View", a dome currently in Texas. It only made sense to renumber the new cars to 4, 5, and 6 - all dome cars. The "Scenic View" will ship to Pennsylvania some point in winter 2022.

Out of the original eleven cars purchased, cars 5, 1125, 1165, and 1166 were last to make it to Reading.

Once on RBMN property, the cars were looked over by our passenger mechanic team. The railroad was very fortunate to hire Bob Thomas as a contractor in October. Bob worked with all these cars on the Iowa Pacific for nearly 15 years. He knows all the cars literally inside and out, and gave his knowledge working on these coaches to railroad mechanics at Port Clinton.

This is a very exciting time on the railroad. There are more options than ever before to operate passenger trains from several locations. To help manage passenger trips all at once, Marie Knadler was promoted to a manager position. Also, Josh Cascarella was hired right before our busy October season to oversee passenger trains on the Reading Division. We look forward to continuing growth in the department well into 2022. ♦



The first three recently purchased rail cars to arrive were all heavy weight coaches, seen in Port Clinton in September.



Guests return to the Rail Diesel Car at Pottsville for the trip back to Reading Outer Station.

A Day Discovering Pottsville

BY: MATT FISHER, PASSENGER GENERAL MANAGER

In mid summer, management of Reading and Northern was invited for a day trip to Pottsville by Mike Tobash and several Pottsville based businesses. Together we visited Yuengling Brewery, Jerry's Classic Cars & Collectibles, Majestic Theater, The Crimson House, and Black Rock Brewing Company. After a brief meeting at the Schuylkill Chamber of Commerce offices in Pottsville Union Station, we learned that other restaurants and attractions were interested in having Reading and Northern trains stop in the city. Restaurants like the Wheel and Roma Pizza could greatly benefit from the increased amount of visitors. Finally, the Schuylkill County Historical Society was interested in hosting visitors from the train. The big question that remained was how would the people get off the train and be able to take in all these eateries and attractions that are several blocks away from one another? PADCO, Pottsville Area Development Corporation, had the answer in the form of a bus that looks like an old time trolley. This trolley along with the major attractions was free to all guests riding the train

through help from PADCO funding.

The price per person to ride the train was established at \$39 from Reading Outer Station to Pottsville Union Station. The first two trips ran September 11 and September 18 with one Rail Diesel Car. The trip took less than one hour to travel between Reading and Pottsville, 31 miles in one direction. Both days were gorgeous, people took many of the tours and spread out between the mentioned restaurants. Guests came back to the train with many shopping bags from the Historical Society book store and the Yuengling gift shop.

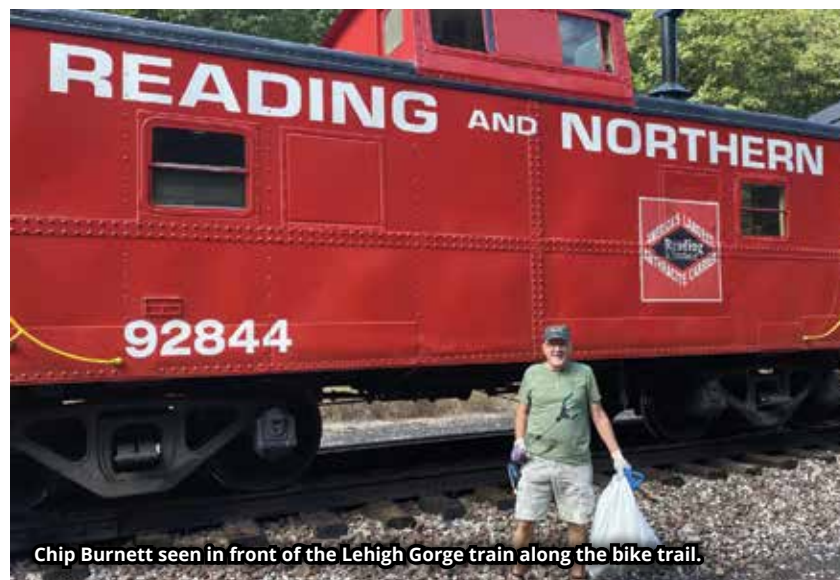
More of these trains are to be scheduled, this is a great alternative to riding the train to Jim Thorpe. Pottsville, like Jim Thorpe, has an amazing history along with many businesses looking to attract tourists. We look forward to operating trains to the city in the future so people can discover the history, attractions, food, and breweries of Pottsville. ♦

Chip Burnett Chipping in on Cleanup

BY: MATT FISHER,
PASSENGER GENERAL MANAGER

It is a privilege to manage the employees at Lehigh Gorge Scenic Railway. Jeff Knadler, LGSR engineer, took notice of Chip Burnett cleaning the bike trail and railroad. Jeff wrote, "while I was the Engineer on the LGSR, Chip Burnett (Passenger Car Host and Narrator) volunteered his time to ride (his bike) into the Lehigh Gorge and cleanup trash that was around our railroad; specifically, the bike unloading and runaround location at Old Penn Haven." Not only did Chip help along the bike trail and railroad right-of-way, but he also cleaned up near the railroad and parking area by Jim Thorpe station. Jeff wrote, "I, along with other Passenger Department employees, would like to see Chip recognized for his volunteer time and dedicated work to the company. We certainly appreciate his effort to maintain a beautiful view of the Lehigh Gorge and our Railroad."

Especially when seeing emails like this, it is obvious my coworkers care about our environment, our visitors, and our fellow employees. Thanks for the cleanup help, Chip. Jeff, thanks for taking notice of this act and bringing it to all our attention. ♦



Chip Burnett seen in front of the Lehigh Gorge train along the bike trail.

Fifth Annual Piper Fly-In Event Fueled by Reading Jet Center

BY LAURA LLESAGONICZ & ERICA LUTZ



Piper Forum Members.

Reading Jet Center was involved in a great Fly-In Event at the Reading Regional Airport on Saturday September 11, 2021. Andy Elwood, a leading member of Piper Forum, contacted Reading Jet Center to facilitate fueling aircrafts coming out for the event at the main airport terminal, while the Forum members enjoyed lunch at Klinger's at the Airport. There were many different types of aircrafts; from Piper Cherokees and Archers to Piper Warriors, Arrows and Saratogas. It was a great turn-out and what a sight,

filling up the ramp area! Staff members Nathan Fioravanti and Baldwin De La Cruz made it look like a breeze filling aircraft after aircraft with fuel. It's not every day we get a full ramp of planes and the opportunity to fill them up! This was quite a memorable experience for all staff of Reading Jet Center and members of the Piper Forum. We look forward to helping them out, year after year! ♦



Baldwin De La Cruz & Nathan Fioravanti fueling.



Forum Member Planes.

Disney Charter Returns to RDG

BY LAURA LLESAGONICZ & ERICA LUTZ



Bosco's Travel charter trips via Southwest Airlines to Disney are back on! For over 40 years, Bosco's Travel has operated non-stop flights from Reading to Orlando, FL every Spring and Fall. Trips depart Sunday morning around 8:00 AM and return the following Saturday evening. Reading Jet Center looks forward to another year long relationship! ♦

Michael Capron, Walter Greusel & Michael Patton fueling.

Sunrise Southwest flight with fuel truck.

HAPPY BIRTHDAY

NOV. 2.....MARGARET KNADLER	NOV. 24.....LORI CHINCHAR	DEC. 29.....YASHA SIDDIQI
NOV. 5.....JEFFREY KNADLER	NOV. 25.....CARTER JONES	DEC. 30.....RUSSELL SCIANNA, JR.
NOV. 5.....JAMES WOLF	NOV. 27.....DAVID BALDWIN	JAN. 1.....LOUIS BUGNO
NOV. 5.....JENNIFER KRIEG	NOV. 28.....DOMINIC DEEBLE	JAN. 1.....DAVID HLADKY
NOV. 6.....MARIO CARANNANTE	NOV. 28.....REBECCA ENGLE	JAN. 1.....BRIAR STERN
NOV. 9.....BRIAN BARNES	DEC. 2.....STEVEN WERLEY	JAN. 2.....DUSTIN BERNDT
NOV. 9.....JUSTIN CHICKILLY	DEC. 3.....CODY HENN	JAN. 3.....NICHOLAS ALBERSWERTH
NOV. 9.....MATTHEW MCGINNIS	DEC. 5.....JUSTIN HUGHES	JAN. 3.....CASEY REX
NOV. 9.....ROGER MESZAROS	DEC. 5.....AARON AIDELDINGER	JAN. 4.....JOSEPH MALSON
NOV. 10.....DAVID KITTNER	DEC. 10.....JEFF SCHOLL	JAN. 5.....JOSEPH GRAMLICH
NOV. 11.....SEAN O'DONNELL	DEC. 12.....DAVID HAFER	JAN. 6.....RYAN LAMM
NOV. 12.....RICHARD BUTTERWORTH	DEC. 12.....SUSAN LUDWIG	JAN. 12.....RONALD DELUCA
NOV. 16.....EVAN GETZEY	DEC. 14.....KEVIN BOYKO	JAN. 15.....KEVIN FRY
NOV. 17.....LARRY CURVEY	DEC. 14.....BLAKE HANDLING	JAN. 17.....DAVID LAPALLO
NOV. 17.....TOD WARNER	DEC. 14.....JEFFREY RHODES	JAN. 21.....SABINE FIDLER
NOV. 18.....JEFFREY BRUNNER	DEC. 16.....RYAN BAUSER	JAN. 22.....MICHAEL CAPRON
NOV. 20.....RIAN NEMEROFF	DEC. 16.....DONALD MATTER	JAN. 26.....AARON SCHWEIBINZ
NOV. 20.....JOHN RIZZO	DEC. 17.....CALVIN GERHARD	JAN. 27.....MARIE KNADLER-CUNNINGHAM
NOV. 20.....JASON WINWOOD	DEC. 17.....LUCAS REICHARD	JAN. 28.....JACK WASSEL
NOV. 21.....MIKE EVANGELISTA	DEC. 17.....JAMES SOMERS	JAN. 29.....ANGELA POTTS
NOV. 21.....MICHAEL FRIDAY	DEC. 19.....ANDREW DAVIS	JAN. 29.....RAYMOND SCHWENK
NOV. 21.....MATTHEW STABINGER	DEC. 19.....JOSHUA LAUGHLIN	JAN. 30.....DEBORAH PAWELSKI
NOV. 23.....KARONY BORGER	DEC. 20.....JACK HURLEY	JAN. 30.....DENISE YOUPA
NOV. 23.....RON PAPIERCAVICH	DEC. 20.....LAURA LESAGONICZ	
NOV. 23.....MARGARET PURSEL	DEC. 22.....BROOKE ZELLNER	

RBMN Anniversaries

15 YEARS



Oct. 30, 2006
Aaron Schlosser
Sr. Dispatcher - Op.



Oct. 30, 2006
John Smolczynski
Mgr. Safety & Development - Op.

10 YEARS



Sept. 26, 2011
Aaron Cassel
Sr. Welder - MOW



Oct. 3, 2011
Steven Werley
Dir. Fleet Mgmt - Cust. Service



Oct. 12, 2011
Susan Ludwig
VP Marketing & Cust. Service - Traffic

5 YEARS



Sept. 26, 2016
Caleb Fetteroff
Dispatcher/Eng. - Op.



Sept. 26, 2016
Brandon Wagner
Machine Op., Class 1 - MOW

3 YEARS



Aug. 13, 2018
Cody Henn
Machine Op., Class 1 - MOW



Aug. 21, 2018
Ronald Collins-West
Welder Trainee - MOW



Sept. 4, 2018
Connor Hedrick
Criminal Investigator/ Detective - Police



Oct. 8, 2018
Enos Bleiler
Machine Op., Class 3 - MOW



Oct. 22, 2018
Phillip Schaeffer
Inspector - Real Estate

1 YEAR



Aug. 3, 2020
William Buckingham, Jr.
Truck Driver/Transload Operator - Transload



Aug. 10, 2020
John Shucavage
Conductor - Op.



Aug. 14, 2020
James Wolf
Steam Eng. Watchman - Passenger



Sept. 1, 2020
Margaret Knadler
Car Host - Passenger



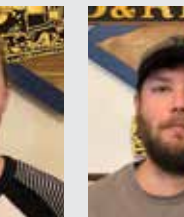
Sept. 2, 2020
Spencer Buckingham
Car Host - Passenger



Sept. 14, 2020
Thomas Moraski
Engineer/Conductor 3/Dispatcher - Op.



Sept. 14, 2020
Leanne Moser
Cust. Serv. Mgr. - Cust. Service



Sept. 14, 2020
Gregory Zelinsky
Cl. 3 Locomotive Mechanic - Mech.



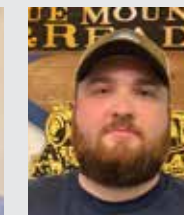
Sept. 16, 2020
Bryan Meade
Mascot - Passenger



Sept. 21, 2020
Joshua Antosh
Machine Op. Cl. 5 Trainee - MOW



Sept. 28, 2020
Eric Peters
VP Transportation & Safety - Operations



Sept. 28, 2020
Dallas Humphreys
Engineer/Conductor 3 - Operations



Oct. 5, 2020
David Hladky
A&P Mechanic - RJC



Oct. 12, 2020
Zachary Hunter
Cl. 1 Locomotive Mechanic - Mech.



Oct. 19, 2020
Aaron Schweibinz
Signal Maintainer - Signals



Oct. 19, 2020
Christopher Garcia
Machine Op. Cl. 3 Trainee - MOW



Oct. 26, 2020
Kevin Boyko
Cl. 1 Passenger Mechanic - Mech.

WELCOME ABOARD

New Employees!



Blake Handling

Blake Handling was recently hired as a Trackman within our Maintenance of Way Department. He attended Schuylkill Haven Area High School. Prior to working at RBMNR, Blake was a Military Police Officer in the U.S. Army for five years. He was the captain of his high school soccer team.



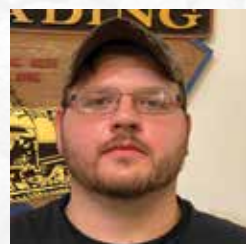
Virginia Pizza

Virginia Pizza was recently hired as a Car Host within our Passenger Department. She attended Toms River North High School. Ginny has worked for Carbon County as a Parking Attendant for eighteen months. She volunteers and is a foster mom for a local cat shelter.



Timothy Matushoneck

Timothy Matushoneck was recently hired as a Conductor within our Operations Department. He is a graduate of Hazleton Area High School and Luzerne County Community College. Prior to working at RBMNR, Timothy was a Conductor at Norfolk Southern for ten years. He is very much into local history and collecting items pertaining to it. He is also into DIY projects.



Derek Reber

Derek Reber was recently hired as a Trackman within our Maintenance of Way Department. He is a graduate of Blue Mountain High School and Schuylkill Technology Center. Prior to working at RBMNR, Derek worked at East Penn Manufacturing as a Formation Floater for 3.5 years. He loves to hunt, fish, and just be outdoors in general.



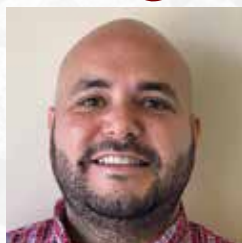
Joshua Cascarella

Joshua Cascarella was recently hired as the Director of Passenger Operations-Reading Division. He is a graduate of Warwick High School and Mansfield University. Prior to working at RBMNR, Joshua was a Restaurant Manager at the Strasburg Railroad Company. Joshua says he loves music. He plays the trombone and euphonium.



Jennifer Krieg

Jennifer Krieg was recently hired as a Passenger Conductor/Steam Engine Watchman within our Passenger Department. She attended Scranton High School and Scranton Technical School. Jennifer works on the Track Crew, Train Crew, and is an Engineer Trainee at the Stewartstown Railroad. She says she has a passion for working on the railroad.



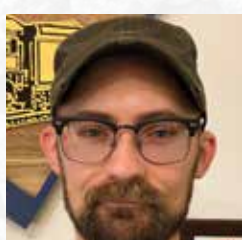
Baldwin De La Cruz

Baldwin De La Cruz was recently hired as a Part-Time Line Service Technician at the Reading Jet Center. He attended Reading High School and Embry-Riddle Aero University. Prior to working at RJC, Baldwin worked as a Flight Attendant with United Airlines for eight years. Baldwin was in the Broadway musical, South Pacific, in 2010.



Tod Warner

Tod Warner was recently hired as a Car Host within our Passenger Department. He attended Weatherly Area High School and Northwood University. Prior to working at RBMNR, Tod was self-employed as President of a new car dealership and general repair for forty years. He has two girls and two grandchildren. Tod's great grandfather, Harry Ickes, was an Engineer on the same tracks.



Zachary Frye

Zachary Frye was recently hired as a Paint and Restoration Technician within our Passenger Department. He is a graduate of Blue Mountain High School and Schuylkill Training and Technology Center. Prior to working at RBMNR, Zachary worked at Kramer's Power Equipment as a Technician for 2 1/2 years. He is an avid hunter and outdoorsman. He also loves to tinker with anything that moves, especially antique and vintage items.



Cameron Odell

Cameron Odell was recently hired as a Paint and Restoration Technician within our Painting Department. He is a graduate of St. John the Baptist High School and attended Suffolk County Community College. Prior to working at RBMNR, Cameron worked at Otis Ford as a Delivery Driver for a year and nine months. He is a huge classic rock fan and his favorite bands are Foreigner and Rush.



Sean O'Donnell

Sean O'Donnell was recently hired as a Signal Maintainer within our Signals and Communications Department. He graduated from Parkland High School. Prior to working at RBMNR, Sean was a Manufacturing Engineer with Innovative Ergonomic Solutions for three years.

EMPLOYEE SPOTLIGHT

BY: SABINE FIDLER, HR ASSISTANT

Congratulations Tammy!



I am pleased to introduce the Fall 2021 "Spotlight Employee", Tammy Debkowski. Tammy previously worked at the Reading Jet Center (RJC) as a bookkeeper/Finance Manager/Payroll. Before working at RJC, she spent five years bartending at The Peanut Bar in Reading. Before that, Tammy worked for American Flight Services/Reading Flite Academy at the Reading Regional Airport.

Tammy was born in Boston Massachusetts, where most of her family still lives. They moved to Newmanstown, PA in Lebanon County when she was ten years old which she says, "explains why I do not have a Boston accent, but it does come back easily when I am visiting my family." Tammy graduated from Eastern Lebanon County High School.

Tammy lives with her husband, Michael, with whom she has been married since 2005. She says, "He is my best friend, and we enjoy spending time together." They do not have any children but have rescued two dogs, Koda and Lexi, and one cat named Misha whom they love dearly.

In her spare time, Tammy loves to cook, read, garden, watch movies, spend time with family and friends, and take care of their furry adopted babies. She also likes to travel when they can, but it has been tough over the last few years because of the pandemic and their ongoing house projects.

Tammy says, "I am incredibly grateful for being able to work with an excellent group of people at RBMNR and to be a part of such a wonderful company."

Tammy was recognized by Andrea Coller, Vice President of Finance, who says, "Tammy is a great asset to the Reading and Northern family. She is a pleasure to work with and is always willing to go above and beyond to get the job done."

Thank you, Tammy, for your dedication to the Reading and Northern Railroad.

As the "Spotlight Employee", Tammy received a \$100 gift certificate to dine at one of her favorite restaurants, The Brickhouse in Orwigsburg. ♦

Reading & Northern's Family Recipes

Pumpkin Cake Roll with Cream Cheese Filling

If you've ever been to Port Clinton and tried some of the treats Liz Neifert, AVP of Accounting, has made, then you know she has a love and talent for baking. She was kind enough to share this delicious fall favorite to bring a comfort dessert to our tables.

Cake Ingredients

- 3 eggs
- 1 cup granulated sugar
- 2/3 cup canned pumpkin
- 1 tsp. lemon juice
- 1 cup Soft-as-Silk cake flour
- 1 tsp. baking powder
- 2 tsp. ground cinnamon
- 1 tsp. ground ginger
- 1/2 tsp. ground nutmeg
- 1/2 tsp. salt

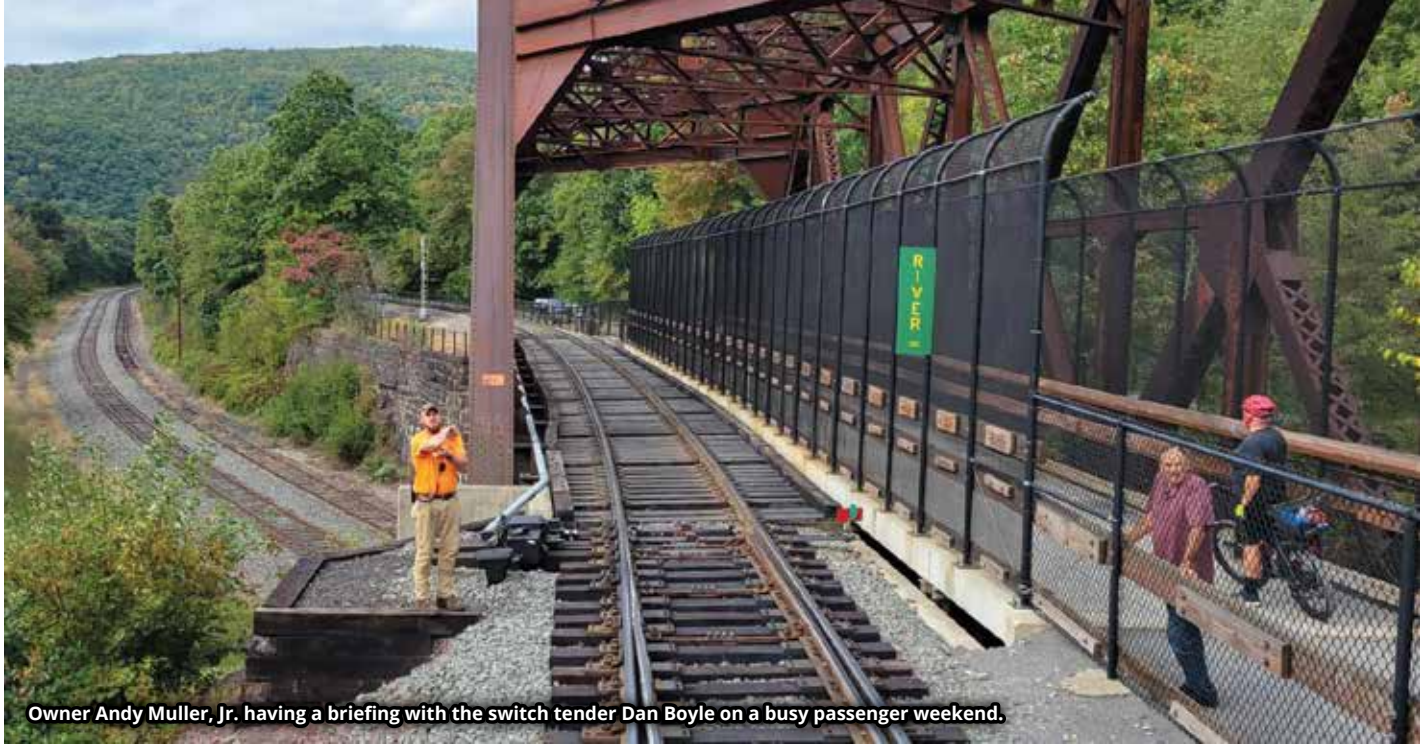
Filling Ingredients

- 1 c. confectioner's sugar
- 6 Tbsp. butter, softened
- 8 oz. cream cheese
- 1 tsp. vanilla

Directions

- 1.) Heat oven to 375°. Line jellyroll pan (15 1/2" x 10 1/2" x 1") with foil or wax paper; grease and flour. Beat eggs in small bowl on high speed about 5 minutes or until very thick and lemon colored. Pour eggs into large bowl. Gradually beat in granulated sugar. Beat in pumpkin and lemon juice on low speed. Mix flour, baking powder, cinnamon, ginger, nutmeg, and salt; gradually stir in by hand just until batter is smooth. Pour into pan, spreading batter into corners.
- 2.) Bake 12-15 minutes or until toothpick inserted in center comes out clean. Immediately loosen cake from edges of pan; invert onto towel sprinkled with powdered sugar. Remove foil or wax paper. While hot, carefully roll cake and towel from narrow end. Cool on wire rack at least 1 hour.
- 3.) Unroll cake. Beginning at narrow end, spread cream cheese filling spreading over cake layer evenly. Roll up carefully (remove towel). Place cake, seam side down, on piece of aluminum foil. Wrap securely in foil. Keep refrigerated until ready to eat. Slice and serve.

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



Owner Andy Muller, Jr. having a briefing with the switch tender Dan Boyle on a busy passenger weekend.



Engineer Mike Kolbe starts the engines of NRFF after MOW cleared the trees ahead on the mainline.



Manager of Safety and Development John Smolczynski keeping his skills sharp pulling loaded train out of Jeddo destined to the port.



Manager of Safety and Development John Smolczynski posed for photo with the 425 Steam Crew after having a discussion about safety and operational plan for the day. Steam Crew consisted of Ryan Bausher, Shane Fredrickson and Ryan Fredrickson.



OSJT Conductor Briar Stern protecting shove while taking train around the wye at Jim Thorpe.



JEQA-15 Conductor Jim Donley (right) holds a job briefing with QAJE-15 Conductor Ryan Trexler (center) and Qualifying Conductor Tim Matushoneck (left) as he relieves them to continue loading anthracite at Jeddo Coal Company in Ebervale, PA.



Engineer Rich Bernhardt at Jim Thorpe waiting for the passengers to reload into the RDCs for their southbound trip.



YIPN crew consisting of Engineer Chris Peters and Conductor Evan Kerr along with off duty 1st shift dispatcher Aaron Schlosser observe NRFF (America's Train) approaching Port Clinton.



Chief Dispatcher Kyle Sanders and Manager Transload Liam Marsh at Port Clinton.



Tamaqua train crew with Jim Cook, Dan Boyle and Nick Suruskie rescued a dog near the track with a broken leg and got it to the yard where it was picked up to be treated by a local Veterinarian.



Engineer Carter Jones secures the lead engine after loading coal train.



Newly promoted conductor, Spencer Buckingham, performs air brake test on LGSR.



Conductor Ryan Trexler finishing with his customer work at Humboldt Industrial Park.



Yard job Engineer Hunter Richardson switching cars in preparation of spotting the Car Shop.



Brakeman Lucas Reichard switching inbound freight at North Reading Yard.



Jeff Bavitz, Mike "Manny" Voorhees and Erik Ostroskie relieve the WHFF as we recover from the storms.



Engineer Dave Lapallo working at Hazleton.

Red Creek Wildlife

Wild Mommies

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



Screech owl family arrives at Red Creek.



Nestling Screech Owls.



Mother Opossum and babies.



Opossum with baby.



Baby bunnies five days old.



Mother Rabbit and babies before release.



Mother Rabbit with one day old babies.

Each year from February through October, Red Creek receives thousands of baby wild animals. Sometimes we receive entire litters of siblings, but often a single baby arrives alone.

We always try our best to put individuals together to create a family unit. This helps baby animals grow up naturally, bonding with their own species. Many of these animals benefit from having foster parents, non-releasable adults that serve as foster parents to help raise babies. On occasion, we will have an adult patient adopt young of their species, and they are released together.

This year we had several mother animals that arrived with their offspring and two that gave birth while being rehabilitated at the center. These are rare cases indeed and always pull at the heartstrings of our staff and our followers on social media.

The first to arrive was a family of Eastern Screech Owls. The owls had been living in a partially hollow tree that was being cut down. The newly hatched owlets we found first after the tree was partially cut just above the nest area. Thankfully they were not injured. The mother was not in the nest with them, and it was thought that she had flown away. However, she was later found injured in the top portion of the tree that had fallen about twenty-five feet and rolled down an embankment.

The mother owl had suffered a severe head injury. It took several days until she seemed aware of anything going on around her. In the meantime, the baby owlets were being hand-fed and were growing rapidly. After the mother recovered enough to perch, she was placed with the babies. A few days later, she began feeding and caring for the owlets again.

The entire family graduated through the rehabilitation process together. They were placed in an outdoor flight until the owlets were old enough to fly and hunt for themselves. They were released together in the same area that they were found. The homeowners who initially found them reported seeing them regularly in another tree after they were released.

The second mother was an opossum who gave birth after being struck by a car. The babies remained hidden deep in her pouch for the first month while the mother opossum nursed them. Once old enough to leave the pouch, the mother continued to care for the babies while we cared for her. The entire family was released together once the babies were old enough to be on their own.

The most unusual case was that of a cottontail rabbit that also had suffered from a car accident. This female rabbit had arrived with a severe head injury and was on tube feedings and fluids for almost a week. She had almost recovered enough to be released when we discovered that she had given birth in the den we provided for her.

Cottontail rabbits are extremely difficult animals to rehabilitate. They experience high stress when in rehab, and success rates are lower than with other species. We have had rabbits give birth at Red Creek on occasion in the past, but none ever survived. Most were stillborn or rejected by the mother, leaving us to hand raise them from birth. These newborn bunnies,

however, had tummies full of milk. Mommy rabbit had nursed them after they were born.

Because we didn't want to disturb Mother Rabbit and her babies, the family was checked only once daily. Each morning the family was removed from the den so we could replace soiled bedding and supply fresh food and water. The whole process took only a minute or two and gave us time to check on the babies and take pictures.

When the babies were six days old, the babies decided to nurse during this cleaning process, and we had the opportunity to video the feeding. The movie went viral on Facebook and was viewed 1.4 million times, had 45 thousand reactions, and over 900 comments.

Two weeks later, Mother Rabbit and her babies were released together behind Red Creek's clinic building. The adult mother ran off like a shot, but the babies hung out and explored the lawn for a while. They are still seen daily by staff on their rounds up by the pond and are doing well. ♦

Wellness Corner

BY: MEGHAN FAUST, RECEPTIONIST

"Flu" Thick & Thin

With cold and flu season upon us and still being amid a pandemic, it can be hard to differentiate between the symptoms and knowing how to treat yourself from the effects of the flu. Recognizing the symptoms of influenza and learning to care for yourself properly could get you back on your feet quicker and enjoying time with friends and family sooner.

Influenza, commonly known as the flu, is a respiratory illness that can affect your lungs as well as your nasal passages. It is most prevalent in the winter months and can have symptoms ranging from mild to severe; even life-threatening for some. The flu is caused by a virus that can easily spread from one person to another through coughing, sneezing, or touching objects that have the virus on them. Often mistaken for the common cold, influenza is typically more severe and can make older people very sick.

Though the flu has many of the same symptoms as the novel coronavirus, the symptoms are usually milder. A dry cough, muscle aches, and headaches are very common symptoms. While not everyone who gets the flu will have a fever, it is normal to experience a temperature of 100.4°F or higher. People may also get a runny or stuffy nose, sore throat, or fatigue, though they are not quite as common.

Coronavirus vs Flu: Symptoms are Similar

Symptoms	Coronavirus (COVID-19) Symptoms range from mild to severe.	Influenza (FLU) Abrupt onset of symptoms.	Cold Gradual onset of symptoms.	Seasonal Allergies Symptoms improve or worsen depending on environment.
Fever	Often	Often	Rare	Sometimes
Fatigue	Sometimes	Sometimes	Sometimes	Often
Cough	Often (usually dry)	Often (usually dry)	Mild	Often
Sneezing	No	No	Often	Often
Aches & Pains	Sometimes	Often	Often	No
Runny or Stuffy Nose	Rare	Sometimes	Often	Often
Sore Throat	Sometimes	Sometimes	Often	No
Diarrhea	Rare	Sometimes in Children	No	No
Headaches	Sometimes	Often	Rare	Sometimes
Shortness of Breath/ Difficulty Breathing	Often	Rare	Rare	Rare
Loss of Taste & Smell	Often	Rare	Rare	Rare

Getting a flu shot every year does not protect you from all strains of the virus, but it can reduce the chance of catching the flu and can also decrease the severity of your symptoms. Getting into good health habits like coughing into your elbow and washing your hands is the best way to help stop the spread of the virus. Be sure to avoid close contact with people who are sick and refrain from touching your eyes, nose, and mouth as much as possible.

Taking care of your body while it's trying to fight off the flu can be exhausting, but it is also detrimental to your health and the health of those around you. There are a few things you can do at home to start feeling better if the virus hits your household.

- Drinking plenty of fluids like water, juice, tea, or broth will keep you hydrated. You should be drinking enough that your urine is clear or pale yellow.
- Your body will need lots of rest since it's working overtime to fight off a virus, so put your feet up, relax, and take a nap when you feel you need to rest.
- Get a better night's sleep by taking a hot shower before bed, using an extra pillow to prop your head up to ease sinus pressure, and sleep with a humidifier on to add moisture to the air.
- Eating chicken soup is not only comforting, but it also helps clear sinus congestion.
- If you're feeling achy or fighting a higher temperature, take acetaminophen or ibuprofen to reduce a fever or relieve muscle aches. **Do not give aspirin to children or teens due to the risk of Reye's Syndrome, a rare but potentially fatal condition that causes serious liver and brain damage.*
- The flu usually causes a dry, irritating cough. Try adding honey to a cup of tea to soothe a sore throat especially before bed.

Most people can usually treat themselves at home without having to go to the doctor. However, younger children, older adults, pregnant women, and people with certain chronic health conditions, such as asthma, heart disease, or diabetes should seek medical attention if they start exhibiting warning signs of the flu. Taking antiviral drugs within 48 hours after you notice symptoms can help you feel better faster and may reduce the risk of more serious problems.

For more information, visit:

<http://www.nia.nih.gov/health/all-about-flu-and-how-prevent-it>

<https://www.cdc.gov/flu>

<https://intermountainhealthcare.org/blogs/topics/live-well/2020/03/whats-the-difference-between-a-cold-the-flu-and-coronavirus>

<https://newsnetwork.mayoclinic.org/discussion/home-remedies-fighting-the-flu>

<https://www.fluzone.com/flu-shot-locator>



Members of ASR and RBMN employees together in July 2020 when ASR received the fire door frame casting donated by RBMN. Pictured from left to right are Forrest Nace (ASR Treasurer), Ryan Bausher, Bill Frederickson, Shane Frederickson, Rob Gardner (ASR President and 2100 Project Manager), and Kjell Benner.

RBMN Donation to American Steam Railroad

The Reading & Northern Railroad recently made a donation to the American Steam Railroad, an association of engineers, businessmen, and railroaders whose mission is to preserve and operation historic trains. The Reading & Northern Railroad donated unneeded parts from our own 2102 Steam Locomotive for the American Steam Railroad's restoration work on their own 2100 Steam Locomotive. Along with this donation, members of the American Steam Railroad were able to visit Reading & Northern Railroad headquarters in Port Clinton to work with some of our employees to "talk shop" on our joint steam locomotive restorations.

Below is a letter Mr. Andy Muller, Jr. received from American Steam Railroad President, Rob Gardner, -

September 3, 2021

Dear Mr. Muller,

We at ASR would like to sincerely thank you for your very generous donation this summer of the old grates and grate fingers from the 2102 for use with our 2100 here in Ohio. With this donation, we should have all the grates we need for many years of safe and reliable steaming on coal as soon as we get the 2100 back in steam. Your continued support of our work on the 2100 has been instrumental in bringing us closer than ever to having the 2102's sister engine back in steam.

We have enjoyed getting to know Ryan, Shane and the rest of your steam team over the past two years as we communicate and compare notes with each other on our respective T-1 restoration efforts. Needless to say, we simply can not wait to see your own 2102 back in service and look forward to being trackside later this year seeing her strut her stuff once again.

If there is anything we can do to further assist you and your team with 2102, please do not hesitate to reach out to me at your convenience.

Sincerely,

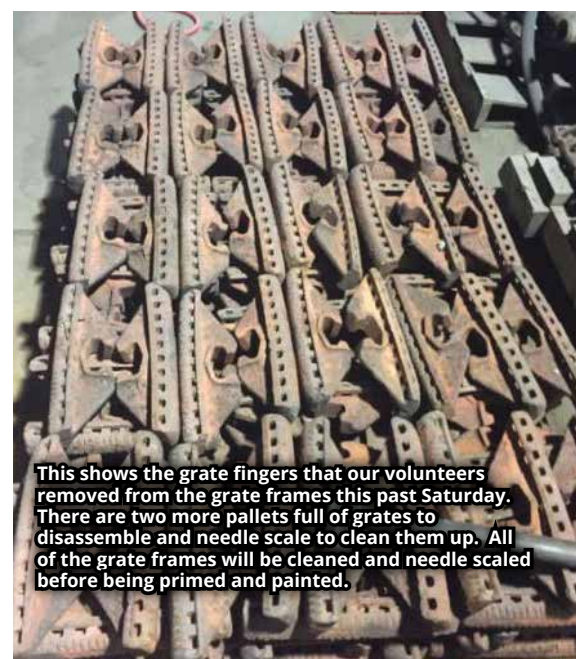
R.A. Gardner

Rob Gardner

ASR President and 2100 Project Manager



This pic shows the two new arch tubes rolled in and seal welded in place. Ryan Bausher helped us immensely by putting us in touch with the same vendor in Newark, DE, Potts Welding, that made R&N's new arch tubes for the R&N's 2102.



This shows the grate fingers that our volunteers removed from the grate frames this past Saturday. There are two more pallets full of grates to disassemble and needle scale to clean them up. All of the grate frames will be cleaned and needle scaled before being primed and painted.

READING & NORTHERN RAILROAD

THE ONLY LOCATION SERVING NORTHEASTERN PENNSYLVANIA

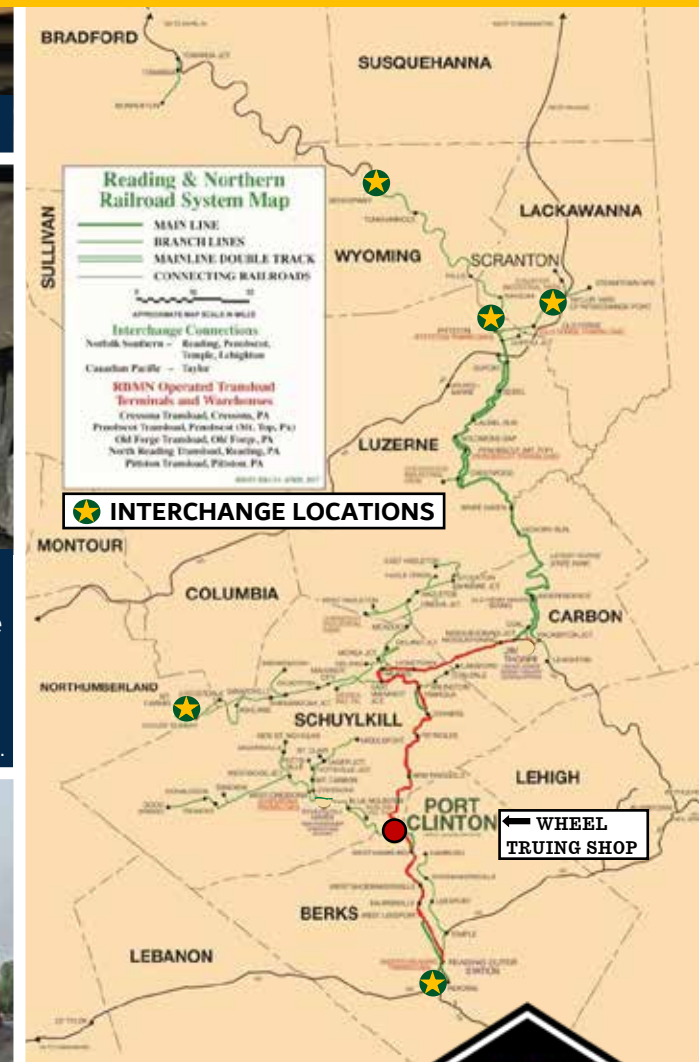
WHEEL TRUING Service



WHEEL CUTTING FOR LOCOMOTIVES



- RBMN Transportation Charge
- Mehoopany/Taylor/Pittston Interchange: \$2000/locomotive
- Mt. Carmel Interchange: \$1500/locomotive
- Reading Interchange: \$1000/locomotive
- RBMN will complete a tow inspection at origin prior to any movements to RBMN's wheel shop.



www.RBMNRR.com • 610.562.2100



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



Customer Service Team: (l) to (r): Michele Daub, Leanne Moser, Susan Ludwig, Jennifer Woodeshick, Lori Chinchar, Steve Werley.