

R & N Magazine

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

FALL 2023 | VOL. 25, ISSUE 4



TABLE OF CONTENTS

Keeping on Track.....	P. 3
RBMN Coal Customer Appreciation Trip	P. 4-5
Industrial & Business Development Customer Train Trip Participation	P. 6
Reading & Northern Railroad Customer Appreciation Train Trip.....	P. 7
R&N Welcomes New Customer Schuetz!.....	P. 8
Building to Build More Business in Marcellus Country.....	P. 8-9
Press Release: Reading & Northern Welcomes New Customer Schuetz!.....	P. 10
R&N Railroad Customer Appreciation Train Trip.....	P. 11
Welcome Patton Warehousing.....	P. 12
A Day on the Rails	P. 13
Safety Always: RBMN at Night.....	P. 14
Maintenance of Way: The Evolution of MOW.....	P. 15-17
Passenger Trains Throughout the Entire System	P. 18
40th Anniversary Locomotive Paint Schemes	P. 19
A Perfect Day for a Wedding.....	P. 20
Employee Spotlight.....	P. 21
Tickets are good forever!.....	P. 21
Welcome Aboard!.....	P. 22
Happy Birthday!.....	P. 23
R&N's Family Recipes	P. 23
Anniversaries	P. 24-25
RBMN at Work	P. 26-31
Red Creek Wildlife: Going Nuts Over Squirrels	P. 32-33
Wellness Corner	P. 34-35

COVER PHOTO

On a rainy October day, a positioning move for an upcoming autumn leaf excursion pauses beneath a canopy of golden foliage along Lake Hauto while the Jim Thorpe job finishes servicing one of RBMN's customers along the Main Line in Carbon County. Photo credit Chip Allen.

EDITORS

JOLENE BUSER • TAYLOR HAUPT • SABINE FIDLER • KATHY GIPE

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

KEEPING ON TRACK

BY: WAYNE A. MICHEL, PRESIDENT

*"The falling leaves drift by the window,
The autumn leaves of red and gold."*

Autumn Leaves, English lyrics by Johnny Mercer.

Although I expected to see colorful autumn leaves as I drove up to our Penobscot Yard with former RBMN VP Dan Gilchrist, I have to admit there wasn't a lot of red and gold in the trees. Not sure why I thought that trees 100 miles north of Philadelphia would be in full color by mid-October, but I was wrong.

But the lack of color was the only thing that wasn't perfect on our two customer appreciation train trips this year.

After a three year hiatus due to COVID, RBMN hosted two very successful customer train trips the week of October 9. On the 10th we hosted over 60 merchandise customers and industrial development colleagues on a trip through the Lehigh Gorge. On the 12th we hosted a trip for our anthracite coal customers that ran from our Port Clinton HQ to the Lehigh Gorge. And we were fortunate to have some of our Norfolk Southern business group partners on both trips.

I won't go into a lot of detail about the trips because our marketing & sales team shares articles and pictures throughout. I will take a moment to thank our amazing Passenger team and other staff that put these trips together and made it look so easy. And I have to do a shout out for the star attractions, the beautifully restored passenger railroad cars acquired and restored by Andy Muller that wowed all in attendance.

What I do want to share with our readers is what I shared with so many of our guests, which exceeded 100 in the two days. Invariably, the topic of RBMN's success would come up as so many customers took the time to tell me how much they appreciated doing business with us and contrasted us to their other railroad experiences.

I told them that the secret of our success lies in the direction Andy Muller gave me when I joined the company almost 25 years ago. Andy told me to focus on two objectives; take care of our employees and take care of our customers. I know it sounds so simple, but it appears that too few companies take the time to execute these essential goals as they get focused on shiny metrics and lose track of what really counts.

At RBMN everything starts with our employees. Without great employees working as a team we can't provide phenomenal train service. It requires well maintained tracks, engines, rolling stock and signal systems to provide safe, efficient, and predictable on-time service day after day. It requires a transportation department that works tirelessly to make sure our customers get the service they have the right to demand. It requires a customer service staff that answers the phone and responds quickly to customer questions and needs. It requires a marketing and sales team that is constantly interacting with our customers to not only respond to their demands but to try to anticipate their needs. And all that goes double for our passenger employees who go out of their way to make sure every one of the hundreds of thousands of people who ride our trains every year have a wonderful experience.

Having great employees doesn't just happen. We spend a lot of time working to find the right people to fit with our customer-centric culture. And when we find them, we train them and compensate them. We understand that many

companies would like to poach our great people and so we provide exceptional benefits and very good pay. In fact all of our hourly employees received three 3% cost of living raises over the last 18 months as the Muller family recognized the impact inflation was having on our employees. The result of our efforts is a very high employee retention rate, which is one of the secrets of our success. Our employees know they have the opportunities to have a job for life as we have NEVER laid off employees due to economic conditions. What company can say that!

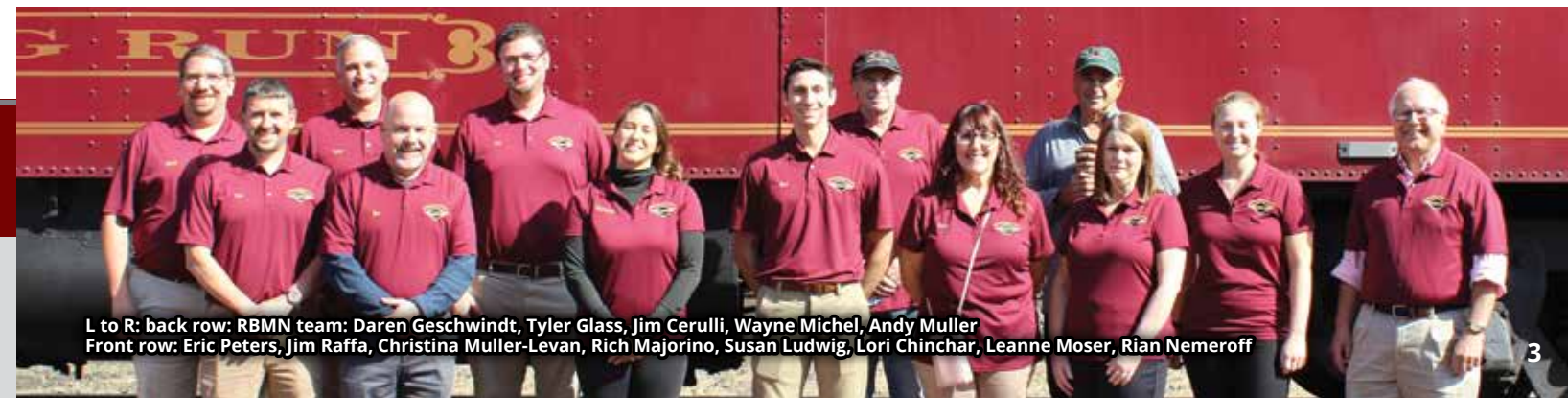
So, when we find and train great people, we make sure they know job one is taking care of the customer.

But it's not just words, we back up our words with actions. We maintain a physical plant that allows for consistent on-time service. We strive to give our customers a scheduled railroad with customers working with us to define a two-hour service window. And we hit that window over 98% of the time. To maintain that performance requires phenomenal teamwork by train crews, track workers, locomotive mechanics and other men and women who keep the railroad operating.

And RBMN offers its customers something else that no other railroad in my experience has offered, an entrepreneurial owner willing to invest his money and take risks to develop and maintain the business. Andy Muller has invested over a million dollars to buy and upgrade a warehouse to assist existing customers. He has spent tens of millions of dollars to provide our coal customers with freight cars and to even buy conveyors to unload material hundreds of miles away from our region. He has built tracks and switches for customers at a fraction of the price of a Class 1 railroad or contractor and he builds quickly without the standard bureaucratic delay that so often accompanies these projects. And, when the need arises, he expands the company so we can continue to perform at a high level as evident by his purchasing of an asphalt company and weed spraying truck this year. This follows his recent purchase of a wheel truing machine that now is available to service other railroad's equipment.

Being an entrepreneur doesn't mean just buying physical assets, it also means hiring great managers and paying them well. From the time I joined the company in 1999 Andy has permitted me to go out and hire experienced people to handle key roles. My friend Dan Gilchrist, who drove me up to the Penobscot train trip, was my first such hire late in 1999 as we both worked initially as consultants after the end of Conrail to help Andy navigate the new relationship with Norfolk Southern. Over the years we have been able to build an amazing commercial staff by hiring outside experienced marketeers like Dennis Shaffer, Bill Clark, Rian Nemeroff and Jim Raffa and merging them with homegrown talent such as Susan Ludwig and Jim Cerulli, Daren Geschwindt and Mike Sharadin who were brought into marketing after stints in Transportation. I would match our commercial team up with any team at any railroad, including Class 1s, in the country. For a railroad our size to have that much experience in our marketing power is a huge benefit and that all comes from Andy's core belief that we need to take care of our customers.

At the end of the day it isn't always easy, but it is pretty simple. Take care of your employees and take care of your customers. That's the secret to keeping on track. ♦



L to R: back row: RBMN team: Daren Geschwindt, Tyler Glass, Jim Cerulli, Wayne Michel, Andy Muller
Front row: Eric Peters, Jim Raffa, Christina Muller-Levan, Rich Majorino, Susan Ludwig, Lori Chinchar, Leanne Moser, Rian Nemeroff

Scenic view of Lake Hauto from the rear platform of Car #1



RBMN Coal Customer Appreciation Trip

BY: BILL CLARK, SVP – COAL

“Our life is a constant journey, from birth to death. The landscape changes, the people change, our needs change, but the train keeps moving. Life is the train, not the station.”
Paulo Coelho

“Trains are wonderful... To travel by train is to see nature and human beings, towns and churches and rivers, in fact, to see life.”
Agatha Christie

“Nowhere can I think so happily as in a train.”
A.A. Milne

On an idyllic fall morning; bright skies, cool temperature, and a warm sun, a 7-car passenger train departed from the Port Clinton, PA passenger station. The train, consisting of 6 passenger cars (one built in the late 1800's!) and 1 generator car was destined for the Lehigh Gorge, some 2 hours away. Normally, this train would be filled with eager rail fans, itching to experience what it was like to travel during the heyday of rail travel. Started by Andy Muller in 1985, passenger operations on Reading and Northern have grown from a single, 13-mile excursion to multiple trains, covering hundreds of miles of railroad, and transporting as many as 350,000+ people this year!

This time our entire leadership team led by Andy, Wayne Michel and Christina Muller-Levan were joining with me, Mike Sharadin and Jim Cerulli to welcome our coal partners to a special trip on “The Road of Anthracite”! Included on the train were representatives from the largest Anthracite coal producers in North America (to be fair, most of Anthracite produced in North America is located on RBMN), our port, transloading and trucking partners, some of the end users of the anthracite and Norfolk Southern coal marketing.

Since the invasion of Ukraine by Russia in 2021, the US Anthracite industry has faced historic challenges. Supply shortages, exacerbated by the war, were further impacted by continued growth in US steel manufacturing (a major consumer of domestic Anthracite). These challenges have impacted shippers, receivers, and Reading and Northern. Beyond the beauty of our surroundings, the train provided our partners with an opportunity to discuss the challenges we face with our senior leadership and each other. The privacy and comfort of the train fostered discussions on ways our Anthracite community can address the current, and future challenges, and how we can continue to build a stronger and healthier industry that can better weather the trials and tribulations going forward.

In my 40+ year career in the transportation business, I have had the privilege of riding on executive trains from many Class I railroads. I have enjoyed riding on Conrail, Union Pacific, Chicago Northwestern, Norfolk Southern and Canadian Pacific trains and experienced seeing many different parts of our country. None of these can compare to what Andy has built. The dome car, rear observation car, dining car and others have been painstakingly restored to perfection. It is said a painter is only as good as his canvas; the “Canvas” (railroad) we traveled over would have made any Class I track department proud. Service by the RBMN passenger department was flawless and lunch on the train by a beautiful mountain lake was exceptional.

From start to finish, the trip exemplified the best of Reading and Northern. An exceptionally well-maintained railroad, perfectly restored train cars, and flawless service created an environment wherein Reading and Northern, and our coal customers could enjoy a classic train trip, as well as discuss the issues of the day. We are not as large as a Class I, but our experience on “The Road of Anthracite” proves the adage of “fighting above one’s weight”. ♦



L to R: Mike Sharadin, RBMN; Jim Cerulli, RBMN; Tom Marlborough, Hiller Carbon; Eric Martin, Atlantic Coal Group



L to R: Brandon Wilder, CMS; and Christina Muller-Levan, RBMN



L to R: Gregg Harnett, Kinder Morgan; Christopher Hamm, Kinder Morgan; Mark Pishock, Reading Anthracite



L to R: Gary Wilder, CMS; Erica Howell, CMS; Derek Altenbaugh, Robindale; Graham Gill, Norfolk Southern; Bill Clark, RBMN

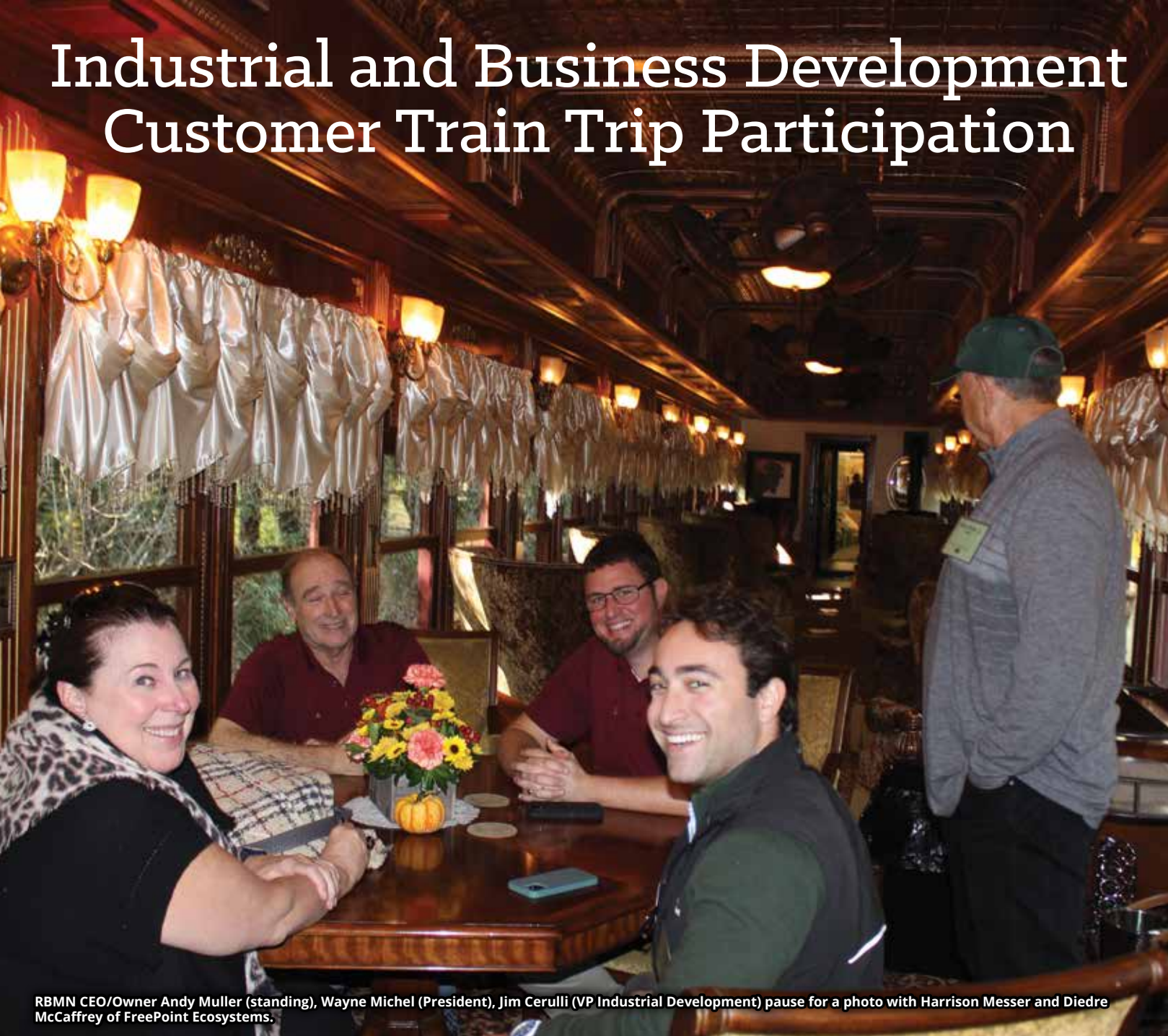


L to R: Doug Topkis, Lehigh Anthracite and Wayne Michel, RBMN



L to R: Jim Cerulli, RBMN; Mike Sharadin, RBMN; Bill Clark, RBMN; Mark Pishock, Reading Anthracite; Dave Giusti, Xcoal

Industrial and Business Development Customer Train Trip Participation



RBMN CEO/Owner Andy Muller (standing), Wayne Michel (President), Jim Cerulli (VP Industrial Development) pause for a photo with Harrison Messer and Diedre McCaffrey of FreePoint Ecosystems.

BY: JIM CERULLI, VP INDUSTRIAL DEVELOPMENT

It was a beautiful day for a train ride on Tuesday, October 10th! Typical crisp fall air and overcast skies greeted everyone at Penobscot Yard, but quickly faded to a warm vibrant sunshine during our journey along the railroad toward Jim Thorpe. With a 7-car passenger train that included a dome car with full glass windows and several other cars with large picture windows or open platforms, the views of the near peak Fall Foliage were fantastic on the 3 1/2 hour ride. This year we had a record turnout of attendees from our customers, but also from prospective customers, local and state economic development groups and regional property developers. The train consist left plenty of room for everyone to move around, mingle and enjoy a wonderfully catered meal in our restored dining and business cars.

As the name implies, our customer appreciation train trips are geared primarily toward celebrating our existing customers. However, it is also an excellent opportunity to get together various partners and prospective customers of the railroad. With Industrial Development it's often difficult to get several different groups in one place at the same time. We were able to accomplish just that on our recent customer train trip, which resulted in several hours of valuable Industrial and Economic Development related

discussions among those in attendance. For example, we were able to facilitate face-to-face meetings for one of our prospective customers, headquartered outside of Pennsylvania, with both PA State/Local level economic development representatives and a prospective land developer in our region during the trip. This level of coordination and in person communication is difficult to achieve in today's digital world. This is just one example of why running these customer appreciation trips is an invaluable tool for the Reading and Northern and our partners.

A tremendous amount of time and effort went into putting this trip together and we are fortunate to have the team we have at Reading and Northern. From planning, coordination, and execution, our Transportation, Passenger and Commercial teams did an excellent job making this event a tremendous success. I believe we achieved our goal of celebrating our customers and partners with a memorable train trip for all involved. After a 3-year break due to Covid, we are thrilled that the customer appreciation train trip is back and better than ever. We look forward to hopefully continuing and growing this annual tradition for many years to come! ♦

R&N Railroad Customer Appreciation Train Trip



Lori Chinchar, RBMN; Christina Muller-Levan, RBMN; Jim Raffa, RBMN; and Desiree Martin of Alpha discussing traffic levels of Alpha's freight and RBMN's appreciating of having Alpha as a customer.

Reading & Northern Railroad Customer Appreciation Train Trip

BY: JIM RAFFA, SVP – PETROCHEMICALS AND MINERALS

The Reading & Northern Railroad ran a customer appreciation train trip for our customers, industrial development representatives, and other guests on Tuesday October 10, 2023. The trip was well attended with record attendance. Customers were able to meet and greet RBMN's Officers and Officials.

I was delighted that several of our Chemical and Mineral Customers were able to attend and enjoy the splendid weather with our Senior Management Staff, Marketing Team, and our Operations team.

There was a strong presence of participants from our Marcellus Business Portfolio. Nextier had 5 representatives attending the trip. Suppliers Smart Sand and Pattison Sand had sent representatives as well. We were pleased that our Class 1 partner, Norfolk Southern had participated with 3 representatives from their headquarters that manage the sand.

Our Marcellus guests were able to see a portion of route that their cars travel on their journey from Reading to Tunkhannock. All were impressed with the superior track conditions which result in a smooth ride.

In addition to our Marcellus Customers, we had several representatives of our Petrochemicals Customers, including Mauer & Scott Reynolds, Mauer & Scott Mt Carmel, Reynolds of Hometown, and Poly Plastics of Delano.

The trip began in Penobscot which was chosen because of its central location on our system. The crisp fall air and colorful spectrum of fall leaves added to the festive feel of the trip. Many of our customers enjoyed riding in our various business cars that were brought on the trip. A crowd favorite was one of our three luxury dome cars which, allowed for viewing of the fall colors as we traversed the Lehigh Gorge. RBMN's Diner car served a buffet lunch to all attendees, and no one went away hungry. We traveled to Jim Thorpe, PA and turned the train at that location for a return trip to Penobscot. Smiling faces were everywhere as we arrived back at Penobscot and disembarked the train. It certainly was an enjoyable trip and a big thank you to our customers which, are part of our railroad family. ♦



Mary Sikora, Sand Market Manager Norfolk Southern; Larry Ricks, Sand Group Manager Norfolk Southern; Jim Raffa, VP RBMN; Jaketa Guyton, Customer Logistics (Sand); Wayne Michel, President RBMN.



Christian Luthy, Nextier; Jim Raffa, RBMN; Alex Phillips, Pattison Sand; and Sean Irby, Nextier are "All Aboard" for the RBMN Customer Appreciation Trip on 10/10/23.



First day of service for Schuetz.

R&N Welcomes New Customer Schuetz!

BY: JIM RAFFA, SVP – PETROCHEMICALS AND MINERALS

Schuetz Container Systems, is a leading worldwide producer of Intermediate Bulk Containers and Large Plastic Drums with their US headquarters in North Branch, New Jersey. Their Corporate headquarters are in Germany. Schuetz has 13 facilities with 800 employees located in the United States. Additionally, there are 40 + facilities located in Canada & Europe. Their environmentally friendly process uses a large amount of recycled plastics which, are collected locally and then blended with new material from major plastics producers. Schuetz recognized a need for such a facility in the Eastern Pennsylvania Region and decided on the Humbolt Industrial Park in West Hazleton due to the high concentration of end users in the region.

Reading & Northern Railroad assisted in the development of the customer facility with the construction of a new switch and an at grade crossing going into Schuetz facility. The rail facilities include six car spots for inbound plastic resin.

On August 14th, 2023, Reading & Northern delivered the first car for Schuetz Container Systems although formal plant startup is not expected until November 2023. ♦



View showing Filling and Grading pad for paving.



View showing RBMN forces paving the unloading pad.



View showing the Tunkhannock pad once paving was completed.

Building to Build More Business in Marcellus Country

BY: JIM RAFFA, SVP – PETROCHEMICALS AND MINERALS

When we constructed our Tunkhannock Transload back in 2021 we did it at an accelerated speed in order to capture some business that was available. A pad was constructed out of compacted gravel fill which worked to get things started. This pad however, was not adequate to sustain the heavy volumes that we anticipated. It eventually would have to be paved with a significant coat of macadam.

In 2022, we had a very good year with 2200 carloads of frac sand. This was all new business. In 2023 we will see more than 5000 carloads of new business. With this significant increase we decided to get the unloading pad upgraded to macadam. In addition, the idea was floated about building a progressive truck haul road which would prevent the trucks from turning on the pad and allow the trucks to be herded in a manageable progressive order.

After much preparation and thought with the design a plan was established and work began in August. The first improvement was the truck haul road which was completed in 10 days. The terminal quickly became more fluid in its operations as we had created not only a means for trucks to one way enter and leave the facility but, a place to stage trucks onsite that eliminated truck congestion at the scale office.

Next, the pad had a significant amount of gravel added and was regraded to allow water to better flow to the catch basins. After the gravel was compacted we added two thick coats of macadam. The work was completed in September and the pad looks great!

This project was done with our in house Engineering Department as well as our new Paving Company. It has certainly made our terminal much more efficient and as an added benefit, will significantly reduce dust and mud at the terminal. The customers are extremely pleased with the work. A few of the drivers that I know have commented to me that it makes their stops at Tunkhannock so much easier and they appreciate the work. In this transload business, a happy trucker can make or break a terminal. With the improvements, we have made quite a few truckers happy which will help us to more business. ♦



Truck turn road.



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

Reading & Northern Welcomes New Customer Schuetz!

Port Clinton, PA – August 17, 2023

Reading & Northern Railroad (RBMN), Pennsylvania's largest privately-owned railroad, is pleased to announce a new customer to the railroad, Schuetz Container Systems, Inc.

Schuetz Container Systems, is a leading worldwide producer of Intermediate Bulk Containers and Large Plastic Drums with their US headquarters in North Branch, New Jersey. Their Corporate headquarters are in Germany. Schuetz has 60 facilities located in the US, Canada, and Europe. Their environmentally friendly process uses a large amount of recycled plastics which, are collected locally and then blended with new material from major plastics producers. Schuetz recognized a need for such a facility in the Eastern Pennsylvania Region and decided on the Humboldt Industrial Park in West Hazleton due to the high concentration of end users in the region.

Reading & Northern Railroad assisted in the development of the customer facility with the construction of a new switch and an at grade crossing going into Schuetz facility. Reading & Northern Railroad

CEO, Andy Muller Jr., recognizes the importance of all customers and performed this work below cost to help with the development of the facility.

On August 14th, 2023, Reading & Northern delivered the first car for Schuetz Container Systems.

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 40 years and now handles over 34,000 carloads of freight and 250,000 excursion train riders over 400 miles of track. Reading & Northern operates both freight services and steam and diesel-powered excursion passenger services, owns over 1,700 freight cars, and employs nearly 300 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation including being named Regional Railroad of the year in 2020 by Railway Age Magazine. ♦

R&N Railroad Customer Appreciation Train Trip

BY: SUSAN LUDWIG, VP MARKETING & CUSTOMER SERVICE

The Reading & Northern Railroad ran a customer appreciation train trip for our customers, industrial development representatives, and other guests on Tuesday October 10, 2023. Since Covid we had not had the opportunity to have a customer trip since 2019. The day started out brisk, but the sun came out and it was a beautiful day to take in the beginning of the fall season and enjoy a day out on the railroad.

We had over 60 guests, a record number for our customer trips, along with our RBMN employees. We had a lot of people join us for the first time, which is always exciting. It was so refreshing to see so many of our customers and to have the chance to catch up. Joining myself on the trip from our Customer Service Department was Lori Chinchar, Director of Customer Service and Leanne Moser, Customer Service Manager.

Having Lori, Leanne, and me on the trip gave us a great opportunity to have Customer Service well represented and that we had time to talk to all of the attendees. We had the chance to meet our new customer, Patton Warehouse, which we are very excited about having as the newest part of the RBMN family, located in the Humboldt Industrial Park. Some customers had joined



L to R: back row: RBMN team: Daren Geschwindt, Tyler Glass, Jim Cerulli, Wayne Michel, Andy Muller
Front row: Eric Peters, Jim Raffa, Christina Muller-Levan, Rich Majorino, Susan Ludwig, Lori Chinchar, Leanne Moser, Rian Nemeroff

us for past train trips, and it was great to see them again and catch up on business and personal matters, Maurer & Scott, Reynolds, Versum and Freedom were some of those. Guests from UFP, Seven D, Alpha, PBF Energy, CSC and Stella Jones attended for the first time, which added to this special experience. It was a very relaxed atmosphere to be able to sit and discuss business and get to know some of these first timers.

We had the opportunity to check in with each customer and talk about any issues they may be having as well as hear all of the positive feedback. RBMN Customer Service prides themselves on being available and open to the customers' needs to help make them successful in their distinct businesses. When they succeed, we succeed.

All guests were treated to a delicious buffet lunch on the train. We offered Italian Chicken, Tilapia, Pulled Pork, Macaroni and Cheese, tossed salad, roasted potatoes and assorted desserts. Everyone had positive feedback on the whole day and we appreciate everyone taking the time to join Reading and Northern on this special train ride. We look forward to working with everyone for many years to come. ♦



L to R: Scott Shiner, CSC; Caleb Carroll, CSC; Russ Williams, CSC; Leanne Moser, RBMN; Susan Ludwig, RBMN; Lori Honis, CSC



L to R: Kevin Wickert, Universal Forest Products; Leanne Moser, RBMN Customer Service Manager; Susan Ludwig, RBMN VP of Marketing & Customer Service; Chad Marquardt, Universal Forest Products



L to R: Nancy Lopez, PBF Energy; Clint Vinacco, PBF Energy; Susan Ludwig, RBMN and Leanne Moser, RBMN



L to R: Tony Vasil, Port of Albany; DeAnn Osenbach, Reynolds Consumer Products; Joe Berezwick, Reynolds Consumer Products; Jim Raffa, RBMN; Christina Muller-Levan, RBMN and Lori Chinchar, RBMN

Welcome Patton Warehousing

BY: RIAN NEMEROFF, SVP - CONSUMER PRODUCTS, MARKETING & SALES
& SUSAN LUDWIG, VP MARKETING & CUSTOMER SERVICE



First three cars being shoved into position for unloading on September 28, 2023.

RBMN is pleased to welcome our newest customer to the Humboldt Industrial Park, Patton Warehousing, which is part of the Patton Logistics Group. The Patton Logistics Group has other locations in Pennsylvania, New Jersey, Ohio, Virginia, and North Carolina. Like RBMN, they are a family-owned company in business since 1941 with headquarters in Milton, PA.

Formerly, the rail-served building was owned and occupied by OfficeMax. RBMN delivered cut-sheet paper in box cars for furtherance to OfficeMax retail stores and for online sales. OfficeMax went onto life support when the US DOJ rejected their proposed merger with Staples and then the facility closed in 2017.

We will serve Patton Warehousing 5 days a week, delivering boxcars of product for warehouse storage and transloading. We delivered the first cars of paper to their facility on Thursday 9/28, with additional cars in the pipeline. Patton has 4-rail doors for unloading rail cars.

Watson Trucking Company will transport the paper rolls of boxboard with their fleet of tractor trailers to a non-rail served receiver in the greater Wilkes-Barre area. The receiver will convert the rolls into sheets that will be printed and then become boxes for both cosmetics and pharmaceuticals clientele.

We look forward to a long relationship with our newest customer and are very pleased to have them join our family of customers. ♦



Positioning three cars among the rail doors on September 28, 2023.



Patton Warehouse employing best practices with Blue Flag engagement after RBMN crew departed.



Patton Warehouse Supervisor John Card getting ready to unload with his propane powered Hyster 12K capacity lift. Rusty Munson, Operations Manager looks on.



Rolled paper arriving with proper blocking including an inflated air bag and honeycomb bracing plus the requisite number of doorway straps to assure damage-free delivery at Patton Warehouse.



L to R Chris Patton, VP and Tara Lloyd, Sales Manager of Patton Warehouse with Rian Nemeroff. Chris did not get the email to wear pink! Prior to boarding in Penobscot Yard.



L to R Mark Buchinsky of Freedom Corrugated, Leanne Moser of RBMN, Rian Nemeroff, Sara Borbacs of Freedom Corrugated, and Susan Ludwig of RBMN. Posing in the Crown Car.

A Day On The Rails

Customer Appreciation Train Trip, October 11, 2023

BY: RIAN NEMEROFF, SVP CONSUMER PRODUCTS

We were just a wee bit early for glorious Fall foliage, however who had time to take in the wonders of the landscape? Pre-COVID, I had difficulty enticing forest products customers to ride the train and meet the RBMN leadership. On this first post-pandemic outing I had just the opposite difficulty. I had to make myself available and hospitable to many more customers both from enhanced interest and from my expanded portfolio of Merchandise customers. I had first timers on the trip that are new RBMN customers such as Patton Warehouse, S.R. Sloan Inc and Stella-Jones Corporation. Plus, existing customers that took a ride for the first time, the likes of CSC – Pennsylvania LLC, Seven D Wholesale, UFP-Gordon LLC, and the Port of Albany, NY. My biggest volume customer in attendance was the combination of ID Logistics and the shipper G3 Logistics that ships thousands of cars of wine across the country, for distribution within the northeast USA. G3 came all the way from wine country, California to attend. And this doesn't even include talking with non-merchandise customers like Insteel Industries, Alpha, Skytop Fuels, and RBMN retirees Dennis Shaffer and Dan Gilchrist to check-in with and catch up.

I had a number of excellent one-on-one meetings to discuss 4Q volumes and 2024 budget expectations. I am excited by the merchandise growth prospects from new customers, new lines, and more production. I even heard from one customer that wants to start planning for double shifts in 2024; that Really turns my crank! I relished what I was hearing despite the Fed trying to further slow the economy. The wild card is whether the Fed overshoots and causes a hard landing, tanking the US economy. I heard from nobody that is planning for that worse case scenario.

Having lunch with CSC-PA, we had an open aisle seat when owner and CEO Andy Muller unexpectedly joined us. Andy didn't know who he was sitting down with, other than me, yet Andy was prepared. He knew about CSC and was up to date about their business as he explained he follows all of his business, car by car, day by day and he asked relevant questions. Andy explained his interesting background pre-railroading and his struggles acquiring and rehabilitating railroad lines purchased from Conrail with massive, deferred maintenance by the former Class I track owner. Andy also answered the customer's questions and comments in a leisurely and informative conversation over a catered meal. Pulled pork and mac & cheese for me. With those choices, who had a need for fish, chicken, salad, or potatoes?

This was a great trip whether you are a railfan or not. We had a consist of our dome car, the Lehigh Gorge Explorer, our crown car, dining cars, and parlor car. This parlor car was dilapidated and sitting on a sidetrack awaiting rehabilitation. It was fully restored by RBMN forces using the artistic talents of Andy's wife, Carol who designed the interior to the Victorian aesthetics of a car built for the gilded age of railroading. The final car in the train was the observation car (with sleeping quarters), the Black Diamond, this car was originally owned by Jay Gould, the railroad tycoon and financier who had this built for his daughter Helen in 1889.

Before I knew it, we went back to Penobscot Yard saying our good-byes. I never knew we were even in Jim Thorpe, otherwise known as Switzerland of America. Many people sent me appreciative emails and many more said to please keep them on the list for next year's trip! ♦



L to R Alex Stark, Sr Director, Mike Kelly, DC Manager of ID Logistics, Rian Nemeroff, Mitch Fanjul, Sr Manager of G3 Logistics, and Nick Cammerota, DC Manager, ID Logistics. Having fun with Mike in the Dome Car.



L to R Russ Williams, GM of CSC-PA, Rian Nemeroff, Scott Shiner, Maintenance Mgr. of CSC-PA, and Andy Muller. Discussing business in the Dining Car. Not shown at the adjoining table, listening in, were Lori Honis and Caleb Carroll of CSC-PA.

MAINTENANCE OF WAY *The Evolution of MOW*

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY



Mike Geoghegan, John Smolczynski and Jake Stockmal at North Reading Yard on the YJNR2.

Safety Always RBMN at Night

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY

As many of you reading this are snuggled in bed each night, there is a dedicated group of Reading and Northern railroaders out at work. Many of us forget the amount of work that happens after hours to give our customers, both external and internal, the service they require the next day. Our Fast Freight network, along with yard jobs, works in the darkness to keep the cars moving. Freight moves from our largest yards (Reading and Pittston) where the interchanges are classified to all our local serving yards. This tireless work is the only way next-day service is available to our customers.

For most of us working the night shift isn't our first choice but is a necessity in the transportation industry and a bit of a rite of passage. It is impressive to see the trains converge at North Reading Yard and each train crew working with each other to breakdown their train and get their outbound train. It is like a well-choreographed dance. Each crew member is in the right position at the correct time to make each move safely and efficiently. When there is a problem

after hours the responsible departments send out representatives to rectify the issue. These individuals live their life knowing they could be called off the bench at anytime and when they are, urgency is needed. It takes dedication to be a railroader and a team mentality. It is not always fun, but it is rewarding.

Safety Always attitude is present for all the teammates working at night. The communication between the dispatcher and train crews, as well as amongst the train crews, keeps everyone informed and safely moving. Over recent years there have been upgrades to yard lighting with even more to be installed in the near future. The quality of lanterns for the conductors has improved, enhancing output and ergonomics. As operations expand and become more complex, we continue to find ways to keep everyone safe. I would like to thank everyone that has sacrificed to keep the freight moving day and night. ♦



WHFF Conductor Darren Spare checking car numbers while pulling this train by to perform the brake test.



Being a part of Maintenance of Way (aka MOW) typically has to do with constant change and a consistent evolution of projects we take on and how things are handled. In any business, being able to support change is vital to growth and the RBMN MOW Department has been very busy in 2023 taking on new initiatives.

Prior to years of mergers, the railroad industry was known for being self-sufficient and doing everything "in-house". This has faded over the years with railroads becoming more reliant on contractors and outsourcing work to 3rd parties. With unprecedented times of inflation, we find ourselves reverting back to the old days, being self-sufficient and having the ability to handle projects completely in-house. With that, this year has been an exciting year for M.O.W. as we have launched 2 new initiatives in paving and vegetation control.

In the spring, RBMN bought out a local paving company and hired the owner to provide the ability for RBMN to pave in-house. This allows for MOW to take control of the process from beginning to end which aids in our planning, material acquisition, and as well as standardize our paving quality. This year, we have already paved four crossings entirely in-house and still have a few more planned to do before the plants close in early November. In addition to the crossings, we also paved our 60,000 sq ft Tunkhannock Sand Pad, providing a much better surface for our emerging sand business to grow. Having the ability to manage quality control and consistency that comes with being self-sufficient will be fundamental in how MOW manages paving projects moving forward and will be pivotal to what we can accomplish next year and beyond.

Continued on page 16.

Ryan Rupprecht, Mike Lojewski, and Alex Scubelek install ties on the Susquehanna Branch MP 16.5 to support our sand and P&G traffic.

Like our paving aspirations, MOW also became self-sufficient in how we operate our vegetation program. Due to rising costs within the industry, MOW purchased our own weed spray truck, eliminating the need to depend on outside sources to handle our vegetation needs. With that, our MOW department now has the ability to control all aspects of our spraying program. This gives us the ability to create custom weed spray programs, not only focused on eliminating common weed problems but also addressing many of the invasive plant species that have invaded our ROW over the years. Just like with the paving mentioned earlier, having the ability to operate in-house will not only ensure quality control and standardize our process, but it will also reduce the overall operating costs, giving RBMN the opportunity to grow this program for many years to come.

In addition to the 2 programs launched in 2023, we continue to change the way we repair our tracks and yards. Years ago, it was survival by utilizing whatever was laying around to fix a problem. Now with the volume of trains we are running, we are upgrading tracks with thousands of new ties, miles of new rail, and completing entire switch rebuilds at the busiest sections of our railroad. Specifically with the added sand business, our focus is working to improve our Pittston yard and Susquehanna Branch line to handle the thousands of cars that run annually on that line. With the additional passenger trips this year to Jim Thorpe, we are addressing even the smallest bump or low joint to make sure our passengers have the smoothest ride possible.

We were once told that railroads have been around for many years and that there is very little that changes in the way things are done. But changes come in all shapes and sizes and the changes launched in 2023 will give the MOW department continued ability to do great things for many years to come. ♦



Before view of the Tunkhannock Sand Pad as grading of 2a modified stone began ahead of paving.



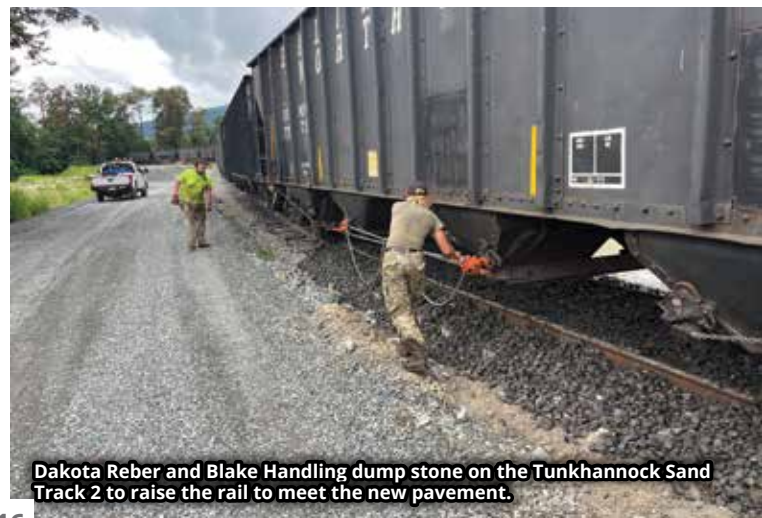
In progress view of the half complete sand pad being paved by RBMN forces.



Joe Sword, Mike Lojewski, Josh Antosh, Alex Schubelek, and Ryan Rupprecht work the paver paving the first half of the Tunkhannock Sand Pad.



Nearly completed view of the Tunkhannock Sand Pad, completely paved by RBMN forces.



Dakota Reber and Blake Handling dump stone on the Tunkhannock Sand Track 2 to raise the rail to meet the new pavement.



RBMN's new spray truck, the HRV-45, is piloted by Nick Alberswerth on its debut spraying on the Tremont Branch.



Luke Weight and Chris Garcia install a plug rail at ML MP 135.2 to ensure a smooth ride for our Pittston passengers that upcoming weekend.



Enos Bleiler finishes pulling spikes while Corey Hamm and Cody Henn set up a thermite weld on a plug rail at ML MP 102.



Matt Minnich and Chris Garcia cut into the rail at Spruce Street in Tamaqua to begin the Spruce St. crossing rehab project there.



Enos Bleiler uses the L-1 to dump stone into the switches at PFN in conjunction with the crossing rehab at Green Mountain Road.



Shortly after stoning, Brandon Wagner brings the Tamper-1 through the PFN switches giving them a tamp and smoothing out the approaches to Green Mountain Road.



Mike Lojewski works on trimming trees at the end of the Greenwood RT in the BT-1 that were preventing line of sight for train crews.



Derek Reber, Matt Nestor, Blake Handling, Cody Henn, and Enos Bleiler dig out Tielman Road at M&S BT MP 123.2 to replace and rehabilitate the crossing.



Jeremy Green and Ben Nelson stone and hand tamp the ballast decked portion of the Hometown High Bridge ML MP 107.32.



Dakota Reber finishes walk around after completion of Tielman Rd crossing M&S Branch MP 123.2.



The passenger crew enjoyed the first trips out of Mahanoy City in quite some time, and so did the riders! Pictured left to right: Briar Stern, Bill Bubeck, Dawn Bubeck, Matt Fisher, Mary Culp, Evan Getzey, Shelby Frederickson, Stan Nestor, Colin Gipe, Jimmy Garraway, Jeff Jones, Jeff Knadler.

Passenger Trains Throughout the Entire System

BY: MATT FISHER, GENERAL MANAGER PASSENGER DEPARTMENT

This fall season allows more options for people to ride the train in more communities. For the first time in Reading & Northern history, weekend fall foliage excursions departed Wilkes-Barre/Scranton Regional Railroad Station, stopping at Penobscot (Mountain Top) Station before heading to Jim Thorpe. Reading & Northern can obtain higher ridership due to the addition of coaches #560, #561, and #562, all former Saratoga & North Creek cars with Pennsylvania Railroad Heritage.

On the Reading Division, all three Reading & Northern Iron Horse Rambles with steam locomotive #2102 were well attended. The Rambles brought in additional ridership and revenue that supplemented the regular weekend Rail Diesel Car trips from Reading Outer Station to Jim Thorpe.

More special excursions were available between Reading Outer Station and Pottsville. Business owners and officials in Pottsville are looking forward to hosting outdoor markets at Pottsville Union Station that will be directly coordinated with the dates and times of train excursions from Reading in 2024.

Some of the most interesting news was from the Mahanoy & Shamokin branch (the M&S) this summer. Jeff Knadler, Senior Director of Passenger Operations, is a resident of the small town of Park Place, minutes from Mahanoy City. Public passenger excursions originated from Mahanoy City for the first time in decades. "Community events such as the Mahanoy City Community Day are a big hit in the Anthracite Coal Region. The residents from this area are a close-knit group who enjoy gathering at their town-wide events. This event was no different and can be noted as being a huge success for the town and the region", said Knadler. The railroad worked closely with Mahanoy City leaders and thanked the residents for cleaning up the location of the former Reading Company station. There were three 70-minute trips that went on portions of the railroad not usually seen by the public. Knadler, who managed the trips September 9, said, "The train rides coming to Mahanoy City brought new life into the area and the folks who joined us were absolutely thrilled to be able to do this! Passing through two historic tunnels was



A much bigger group of riders for the three trips enjoyed the rides September 9. Mahanoy City ridership for that date even beat the ridership numbers for Jim Thorpe the same day.

certainly the highlight of the trip. This event brought friends and families together to enjoy a feeling of what it was like to ride a train out of Mahanoy City for the first time in decades!"

The Lexington Group chartered a trip a few weeks later from Reading Outer Station to Port Clinton for a tour, then onto the M&S branch to Girardville, before being bused back to their convention at Hershey. Tyler Glass, Josh Cascarella, and I had a great opportunity to speak to the members of the Lexington Group at Hershey Lodge the day before the excursion. Of the more than 200 people who took the train ride, the vast majority came from other states and regions of the country. The Lexington Group's mission is to educate and promote dialogue on railroad and transportation history with members who have practice among academicians, practitioners, and others who have a serious interest in the history and tradition of transportation. I spoke to dozens of members and enjoyed their company on the trip.

The Restoration and Paint Department has been busy this year with passenger cars, diesel locomotives, and facilities work. Besides painting the two 40th anniversary locomotives, SD40-2 #1983 and GP38-2 #2023 (see article on page __), SD50 #5020 was painted into in the handsome gray and black Fast Freight Service scheme. Coach #562 was painted and named the Pinnacle. The department also spent countless hours maintaining and upgrading the grounds at Reading Outer Station and Pittston. Additional work is being undertaken at the Nesquehoning Campus on the exterior of some buildings.

Santa trains will be in more locations than ever this year, including Tunkhannock, Pittston, Jim Thorpe, Tamaqua, Minersville, and Reading Outer Station. The railroad will continue to work on many projects throughout the winter. This, coupled with record ridership heading into December, means that the Passenger Department continues to grow. Please check our websites at www.lgsry.com and www.rbmnr-passenger.com for current updates. ♦



The Rail Diesel Cars await their first Pottsville to Jim Thorpe Fall Foliage trips of 2023. This year was spent building ridership between Reading Outer Station and Pottsville along with trips from Pottsville to Jim Thorpe.

40th Anniversary Locomotive Paint Schemes

BY: MATT FISHER, GENERAL MANAGER PASSENGER DEPARTMENT



Seen right before its release into freight service, diesel locomotive 1983 sits at West Cressona.

This year marks the Reading & Northern Railroad's 40th anniversary. This is how long Andy Muller, Jr. has been in the railroad business. He started with the Blue Mountain & Reading, which later morphed into the very successful Reading Blue Mountain & Northern. Instead of an open house or special one-day passenger excursion, management decided to paint two locomotives to commemorate the September anniversary.

Two diesels were lined up to be painted in the late summer. The first was #2016, a GP38-2. Its number was changed to 2023, the year of our 40th anniversary. The locomotive wears a special paint scheme with a yellow banner on the sides and a different look on the cab. Once painting was completed, #2023 immediately went into passenger service as the primary power for the Pittston to Jim Thorpe excursions.

The second locomotive was SD40-2 #3062. This locomotive has seen several paint schemes over the years with various owners. The R&N decided to change the number to 1983, the year the very first Blue Mountain & Reading freight train traveled between Temple and South Hamburg. This locomotive received a very similar "Blue Mountain Blue" paint scheme. Yes, many people say it is purple and it can appear that way in shade or direct light. It is a very interesting color that can exhibit many different tonalities. Nevertheless, it is a nod to the Blue Mountain & Reading days and the many employees from then. Steve Gilbert is one of those employees. He designed the original paint scheme and drafted the new design. Back to the future for sure!

In closing, I want to thank all the paint and restoration shop managers and employees. No matter what the color of a locomotive, coach, or any piece of equipment, they take great pride in their work. We cannot thank them enough for making the railroad look better into the future while remembering the past. ♦



Top left to right: Zach Frye, Steve Gilbert, Meg Pursel, Matt Fisher, Jeff Knadler. Bottom left to right: Tyler Stoudt, Brock Regnier, Jamie Makin, Corey Rehrig, Jarred Strohl, Jason Sanchez. Not pictured but part of the project, Cameron Odell.



Fast Freight Service diesel number 5020 is the third SD 50-2 to get this black, gray, and red paint.



GP 38-2 diesel renumbered to 2023 illustrates the 40th anniversary theme leading an on-time Jim Thorpe to Pittston return trip.

A Perfect Day for a Wedding

On a beautiful, sunny summer day, the corporate offices of Reading and Northern Railroad in Port Clinton, PA, became the backdrop of a picture-perfect wedding ceremony. After approval, Lori Curran and Ron Rapee, both of Port Clinton and avid train lovers, said their "I do's" on July 6th in a private ceremony in front of one of the private cars. Congratulations, Lori & Ron, and best wishes for a beautiful life together. ♦



Reading Blue Mountain & Northern Magazine

EMPLOYEE SPOTLIGHT

BY: MEGHAN FAUST, EMPLOYEE BENEFITS SPECIALIST

It is my privilege to introduce Zachary Frye, Paint Department Assistant Manager, as our Fall 2023 "Spotlight Employee". Zach has been with the Reading and Northern Railroad since August 2021. Prior to his employment at Reading and Northern Railroad, Zach was an Outdoor Power Equipment Technician at Kramer's Power Equipment. Before that, he was a certified Harley Davidson Technician at Schaeffer's Harley Davidson for nearly ten years.

Born and raised in Molino, Pennsylvania, Zach attended and graduated from Blue Mountain High School in 2006. While in vo-tech for auto mechanics, Zach took courses to become a Harley Davidson Motorcycles certified technician, STIHL outdoor power silver certified technician, and a Briggs and Stratton master certified technician.

Zach met his supportive and beautiful wife, Kelly, while showing animals at the Schuylkill County Fair for 4H when they were just 15 years old. They have now been married for 13 years and together they have two little girls. Zach described his 11-year-old daughter, Holley, as smart and talented. His 3-year-old daughter, Kali, is sweet and sassy. The Frye family says they have the best dog ever, Smokey, who is a 2-year-old brindled Border Collie/Kelpie mix that they got from "Pursel Ranch." During their time off together, Zach enjoys RV trips with the family, hiking, and anything else outdoors.

Zach said, "what I like most about my job is that bringing the old antique items back to life is so rewarding. They all tell their own story and wind up with a new life afterwards." He also commends his crew and supervisors by saying, "from Meg and Matt, to all the guys in the shop, the crew I work with every day is amazing and they are a great team of friends."

This honor was given to Zach by his supervisors, Meg Pursel and Matt Fisher. They collectively said, "Zach has an eye for detail. This is evident in the appearance of our freshly painted passenger cars and locomotives. Zach manages the Restoration Department projects and crew and our procedure for prepping, painting, and detailing has become very precise." They continued with, "Zach's ability to fix and maintain our equipment is a huge bonus. He has a sharp mind, which drives him to learn all he can to remedy a problem when presented with a challenge. Overall, Zach does an excellent job and we're grateful for his dedication to the Reading and Northern Railroad."

As our spotlight employee, Zach will receive a \$100 gift card to the restaurant of his choice, Molly Maguire's Irish Pub in Jim Thorpe. ♦



Josh holds the 1992 ticket he received on a recent Outer Station to Jim Thorpe trip from a long-time loyal customer.

Tickets are good forever!

BY JOSH CASCARELLA
DIRECTOR OF READING DIVISION PASSENGER OPERATIONS

On Saturday, September 23rd, 2023, a customer came to the ticket booth at Reading Outer Station looking to ride the train. He stated that he had "old ticket" and wanted to know if he could trade it in for a ride to Jim Thorpe that day. Phil Huyett then presented a pristine ticket from the "Blue Mountain & Reading" days of our company. Upon further investigation, I noticed a stamp on the back side of the ticket with the date of February 11, 1992. I collected the ticket from Phil and proceeded to give him a valid ticket for the day's journey to Jim Thorpe on the RDCs. After 40 years, we still honor our policy that "all tickets are good forever until used". Yes, even on a 31 year-old ticket! It was very exciting to be able to see a physical piece of our railroad's history in such great condition and to be able to honor this ticket for our passenger. We keep our word when saying "tickets are good forever". ♦

WELCOME ABOARD

New Employees!



Joseph Garelli

Joseph Garelli was recently hired as a Conductor in our Operations Department. He attended Wallenpaupack High School. Prior to working at RBMNR, Joe was an Operations Manager for Traffic Engineering Service's King of Prussia Office for nearly six years.



Joseph Sword

Joseph Sword was recently hired as the Paving Manager in our Maintenance of Way Department.



Madison Nicholls

Madison Nicholls was recently hired as a Conductor in our Operations Department. She attended Tamaqua Area Senior High School and Lehigh Carbon Community College. Prior to working at RBMNR, Madison worked as a server, counter, and hospitality for Sisters Cantina for five months and Red Robin for one year. Madison likes to run miles for fun, as well as going hunting and fishing.



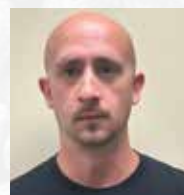
Christina Martin

Christina Martin was recently hired as a Customer Service Manager in our Customer Service Department. She attended Gospel of Grace Christian School and Bucks County Community College. Prior to working at RBMNR, Christina worked as a Materials Scheduling Clerk for Do Good Foods in Fairless Hill for two years.



Matthew Posthumus

Matthew Posthumus was recently hired as Conductor and Engineer in our Operations Department. He attended Butler High School in Butler, NJ, and County College of Morris. Prior to working at RBMNR, Matt worked in the Signal Department at Amtrak for 2 years and at East Penn Railroad as an Engineer/Conductor for 5 years. Matt would discuss music all day if given the opportunity. Beware.



Michael Skasko

Michael Skasko was recently hired as a Conductor in our Operations Department. He attended Carbondale Area Junior/Senior High School. Prior to working at RBMNR, Mike worked as a Conductor for Norfolk Southern for five years.



Allie Sanders

Allie Sanders was recently hired as a Maintenance of Way Administrator in our Maintenance of Way Department. She attended Kutztown High School and Lycoming College. Prior to working at RBMNR, Allie was a Supervisor at Starbucks for six years. She is currently in the process of obtaining her private pilot's license.



Joseph Perugino

Joseph Perugino was recently hired as a Car Host in our Passenger Department. He attended Wyoming Valley West High School and Luzerne County Community College. Prior to working at RBMNR, Joe was a Training Instructor at UGI for 38 years and currently still works there. Joe is a retired paramedic and retired Sargeant Major for the Army National Guard. In his spare time, he enjoys watching cooking videos on YouTube.



Lisa Perugino

Lisa Perugino was recently hired as a Car Host in our Passenger Department. She attended Wyoming Valley West High School and Misericordia University. Lisa continues to work from home as a Nurse Case Manager for Centene Corporation in Clayton, MO for the past three and a half years. In her spare time, Lisa likes to paint by numbers.



Carl Reichart

Carl Reichart was recently hired as a Car Host in our Passenger Department. He attended Wyoming Valley West High School and King's College. Prior to working at RBMNR, Carl worked as a Buyer for Topps - Import Candy for three years. Carl is a volunteer at the Wilkes-Barre VA Medical Center. He also loves history, enjoys refinishing antique furniture, and is an avid Franklin Delano Roosevelt collector.



Charles Bibik

Charles Bibik was recently hired as a Junior Software Developer in our Innovative Operations Technology company. He attended Tully Junior-Senior High School and is currently attending SUNY Canton. Prior to working at IOT, Charles worked as an Associate Software Developer at Transportation Insight for three years. He is also a volunteer firefighter with Tully Fire Department.



Jacob Bittorf

Jacob Bittorf was recently hired as a Conductor in our Operations Department. He attended Hazleton Area Career Center. Prior to working at RBMNR, Jacob was a Heavy Equipment Operator at Eagle Rock Resort for three years. Jacob has always loved trains. His father got him interested in trains when he was young and told him to pursue his dream of working on the railroad.



Cotton Robbins

Cotton Robbins was recently hired as a Conductor in our Operations Department. He attended Carbon County Technical Institute. Prior to working at RBMNR, Cotton was a Front End Loader and Auto Battery Breaker for East Penn Manufacturing for three years. Cotton is an AMA Supercross/Motocross fan. He also enjoys 4x4 overlanding/camping and Enduro dirt bike riding.



Brianna Ronald

Brianna Ronald was recently hired as an Inventory and Purchasing Assistant in our Mechanical Department. She attended Cedar Crest High School and Reading Area Community College. Prior to working at RBMNR, Brianna worked as a Barista for Starbucks for five years and a Certified Nurse Assistant for Penn State Hershey Med. for four years. In her spare time, Brianna loves hiking, camping, and going to concerts.



Michael Kitsock

Michael Kitsock was recently hired as a Car Host in our Passenger Department. He attended Mahanoy Area High School, East Stroudsburg University, and University of Scranton. Prior to working at RBMNR, Mike was a high school teacher at Exeter Township High School in Reading for 20 years. He had previously taught school for over 40 years. Mike has been a volunteer firefighter since he was 16 years old. He loves antique classic cars and trucks and he sings in a barbershop chorus.



Zachary Leshner

Zachary Leshner was recently hired as a Locomotive Mechanic in our Mechanical Department. He attended Schuylkill Haven Area High School and Schuylkill Technology Center - South Campus. Prior to working at RBMNR, Zach worked as a Technician for Kelly Hyundai for one year. In Zach's free time, he enjoys riding ATVs.

HAPPY BIRTHDAY

NOV. 1.....	JASON MOYER	NOV. 27.....	DAVID BALDWIN	DEC. 29.....	YASHA SIDDIQI
NOV. 2.....	MARGARET KNADLER	NOV. 28.....	JOSEPH ARMITAGE	DEC. 30.....	RUSSEL SCIANNA, JR.
NOV. 2.....	SHAWN REICHART	NOV. 28.....	REBECCA ENGLE	JAN. 1.....	LOUIS BUGNO
NOV. 5.....	JEFFREY KNADLER	NOV. 29.....	TIMOTHY WILLIAMS	JAN. 1.....	DAVID HLADKY
NOV. 5.....	JENNIFER KRIEG	DEC. 2.....	STEVEN WERLEY	JAN. 1.....	BRIAR STERN
NOV. 5.....	KRISTEN MCGOWAN	DEC. 3.....	CODY HENN	JAN. 2.....	DUSTIN BERNDT
NOV. 5.....	JAMES WOLF	DEC. 5.....	JUSTIN HUGHES	JAN. 3.....	NICHOLAS ALBERSWERTH
NOV. 6.....	MARIO CARANNANTE	DEC. 7.....	CHRISTOPHER HOLLAND	JAN. 4.....	JOSEPH MALSON
NOV. 9.....	BRIAN BARNES	DEC. 9.....	FRANCIS DENNIS	JAN. 5.....	JOSEPH GRAMLICH
NOV. 9.....	TIMOTHY LAIME	DEC. 12.....	DAVID HAHER	JAN. 6.....	RYAN LAMM
NOV. 9.....	MATTHEW MCGINNIS	DEC. 12.....	SUSAN LUDWIG	JAN. 15.....	KEVIN FRY
NOV. 9.....	RODGER MESZAROS	DEC. 14.....	KEVIN BOYKO	JAN. 17.....	DAVID J. LAPALLO
NOV. 10.....	DAVID KITTNER	DEC. 14.....	JEFFREY RHODES	JAN. 17.....	ELIKAH WILSON
NOV. 12.....	RICHARD BUTTERWORTH	DEC. 14.....	BLAKE HANDLING	JAN. 21.....	SABINE FIDLER
NOV. 14.....	SHELBY FREDERICKSON	DEC. 15.....	ALEC HUMES	JAN. 21.....	TY MCFARLAND
NOV. 16.....	EVAN GETZEY	DEC. 16.....	RYAN BAUSER	JAN. 21.....	BROCK REGNIER
NOV. 17.....	LARRY CURVEY	DEC. 16.....	DONALD MATTER	JAN. 21.....	ANDREW ZEHNER
NOV. 20.....	RIAN NEMEROFF	DEC. 17.....	CALVIN GERHARD	JAN. 22.....	MICHAEL CAPRON
NOV. 20.....	JOHN RIZZO	DEC. 17.....	LUCAS REICHARD	JAN. 25.....	JOHN JENNINGS
NOV. 20.....	JASON WINWOOD	DEC. 17.....	JAMES SOMERS	JAN. 26.....	AARON SCHWEIBINZ
NOV. 21.....	MICHAEL FRIDAY	DEC. 21.....	ANDREW DAVIS	JAN. 27.....	MARIE KNADLER-CUNNINGHAM
NOV. 21.....	MATTHEW STABINGER	DEC. 21.....	MICHAEL LOJEWSKI	JAN. 28.....	JACK WASSEL
NOV. 23.....	KARONY BORGER	DEC. 22.....	KATHERINE KRAMER	JAN. 29.....	ANGELA POTTS
NOV. 23.....	RON PAPIERCAVICH	DEC. 22.....	BROOKE ZELLNER	JAN. 29.....	RAYMOND SCHWENK
NOV. 23.....	MARGARET PURSEL	DEC. 23.....	JASON SANCHEZ	JAN. 30.....	JOSEPH PERUGINO
NOV. 24.....	LORI CHINCHAR	DEC. 26.....	JAGGER GRADWELL	JAN. 30.....	DENISE YOUPA
NOV. 25.....	CARTER JONES	DEC. 26.....	MICHAEL KITSOCK		

Reading & Northern's Family Recipes

Monkey Bread

Autumn is a time for warm and comforting foods, like this recipe from Linda Seigel, AR Assistant. "This recipe has become a regular in our family when I get together with my sister," says Linda. "It has become a treat you can have any time of year or day and with your favorite beverage. If you like dough and gooiness, you will love this favorite of mine." She also says that it's easy to make and if you have any leftovers, just microwave until soft and gooey again.

Ingredients

- 4-7.5 oz. cans buttermilk biscuits
- 1 Tbsp. cinnamon
- ½ cup sugar
- 1 stick butter
- ½ cup brown sugar

Directions

1. Preheat oven to 350 degrees and spray bundt pan with non-stick cooking spray.
2. Take 2 cans of biscuits and cut each biscuit into 4 pieces.
3. Mix together cinnamon and sugar in a plastic bag.
4. Drop biscuits into cinnamon mixture and shake to cover.
5. Take biscuits out of bag and spread around bottom of bundt pan.
6. Melt butter in microwave safe dish and pour ½ over biscuits in bundt pan.
7. Sprinkle ¼ cup of brown sugar over the top.
8. Repeat steps 2-7 with the remaining biscuits.
9. Bake for 40 minutes.

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

RBMN Anniversaries

35 YEARS

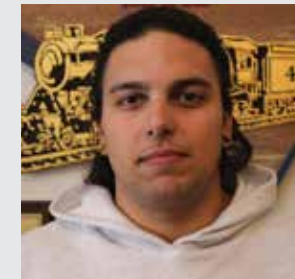


OCT. 1, 1988
WILLIAM BUBECK
CAR HOST/NARRATOR
PASSENGER

5 YEARS



AUG. 13, 2018
CODY HENN
CLASS 1 MACHINE OPERATOR
- MAINTENANCE OF WAY



AUG. 21, 2018
RONALD COLLINS-WEST II
CLASS 3 CARMAN - MECHANICAL

25 YEARS

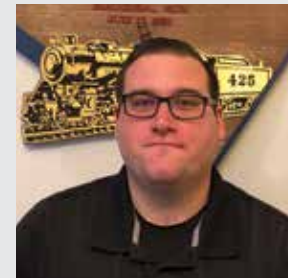


SEPT. 26, 1998
DAWN MARIE BUBECK
CAR HOST - PASSENGER

15 YEARS



SEPT. 23, 2008
JAMES SOMERS
CLASS 1 CARMAN - MECHANICAL



SEPT. 4, 2018
CONNOR HEDRICK
CRIMINAL INVESTIGATOR/DETECTIVE
- POLICE



OCT. 8, 2018
ENOS BLEILER
CLASS 3 MACHINE OPERATOR -
MAINTENANCE OF WAY

3 YEARS



AUG. 3, 2020
WILLIAM BUCKINGHAM,
JR.
TRUCK DRIVER/
TRANSLOAD OP. -
TRANSLOAD



AUG. 10, 2020
JOHN SHUCAVAGE
CONDUCTOR -
OPERATIONS



SEPT. 1, 2020
MARGARET KNADLER
CAR HOST/TICKET
AGENT - PASSENGER



SEPT. 2, 2020
SPENCER BUCKINGHAM
INSPECTOR
REAL ESTATE



SEPT. 14, 2020
LEANNE MOSER
CUSTOMER SERV. MGR -
CUSTOMER SERVICE



SEPT. 14, 2020
GREGORY ZELINSKY
CLASS 2 LOCOMOTIVE
MECHANIC -
MECHANICAL



SEPT. 16, 2020
BRYAN MEADE
CAR HOST/MASCOT -
PASSENGER



AUG. 1, 2022
EDWARD COLL
CAR HOST - PASSENGER



AUG. 1, 2022
AMBER PEIFFER
CONDUCTOR -
OPERATIONS



AUG. 1, 2022
SHERRY PRIMROSE
CUSTOMER SERVICE MANAGER
- CUSTOMER SERVICE



AUG. 1, 2022
BRIAN WOLFE
CLASS 4 CARMAN -
MECHANICAL



AUG. 15, 2022
LINDA SEIGEL
ACCOUNTS RECEIVABLE
ASSISTANT - FINANCE



SEPT. 21, 2020
JOSHUA ANTOSH
CLASS 4 MACHINE
OPERATOR - MOW



SEPT. 28, 2020
ERIC PETERS
VP TRAN. & SAFETY -
OPERATIONS



OCT. 5, 2020
DAVID HLADKY'S
A&P MECHANIC -
READING JET MAINT.



OCT. 19, 2020
CHRISTOPHER GARCIA
- CLASS 2 TRAINEE
MACHINE OP. - MOW



OCT. 19, 2020
AARON SCHWEIBINZ
SIGNAL MAINTAINER -
SIGNALS



OCT. 26, 2020
KEVIN BOYKO
CLASS 1 PASSENGER
MECHANIC - PASSENGER



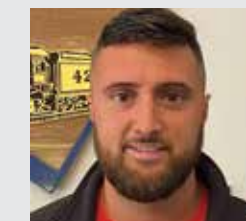
AUG. 16, 2022
JACK KALINICH
CLASS 3 CARMAN -
MECHANICAL



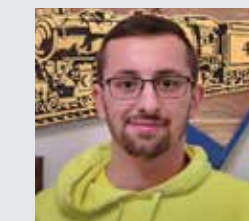
AUG. 16, 2022
JOSHUA SHIELDS - TRACKMAN
& MOW LOCOMOTIVE
ENGINEER - MOW



SEPT. 6, 2022
NATHAN ZEIGLER
CLASS 1 TRAINEE MACHINE
OPERATOR - MOW



SEPT. 26, 2022
MATTHEW KUNKLE
SIGNAL MAINTAINER - SIGNALS



OCT. 24, 2022
MICHAEL LOJEWSKI
TRACKMAN - MOW

1 YEAR



Mike Geoghegan working YJNR2.



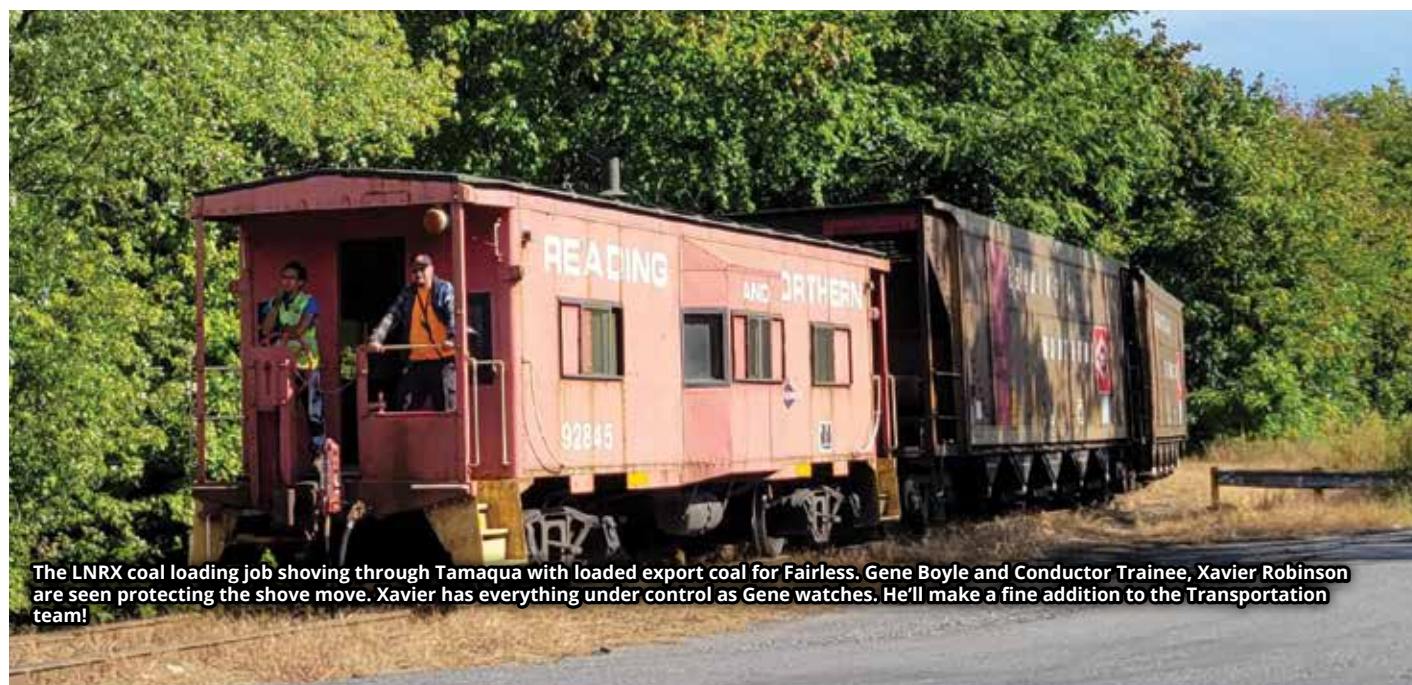
Ryan Lamm makes a special guest appearance at StellaJones on the Morea Running Track. Ryan can usually be found working in Humboldt but isn't afraid to pitch in and help out on a Tamaqua Job.



Nick Suruskie and Justin Seigel have just coupled up to their train that they will take to Tamaqua. They are on train QANR but are now the NRQA since they are at their turning point at North Reading Yard.



QASD Conductor John Shucavage poses at Gilberton on a late summer afternoon. He's shifting Reading Anthracite's Gilberton facility while also getting his train together for Tamaqua.



The LNRX coal loading job shoving through Tamaqua with loaded export coal for Fairless. Gene Boyle and Conductor Trainee, Xavier Robinson are seen protecting the shove move. Xavier has everything under control as Gene watches. He'll make a fine addition to the Transportation team!



Chad Frederickson hustles to line up the QASD at Tamaqua so they have a straight shot onto the Greenwood Running Track.



Tom Skrutki on the PISB leaving Pittston Yard with Jason Moyer as his Conductor Trainee.



Conductor Training continues. Here's the recent group of students taking their Conductor Rules Test at Nesquehoning.



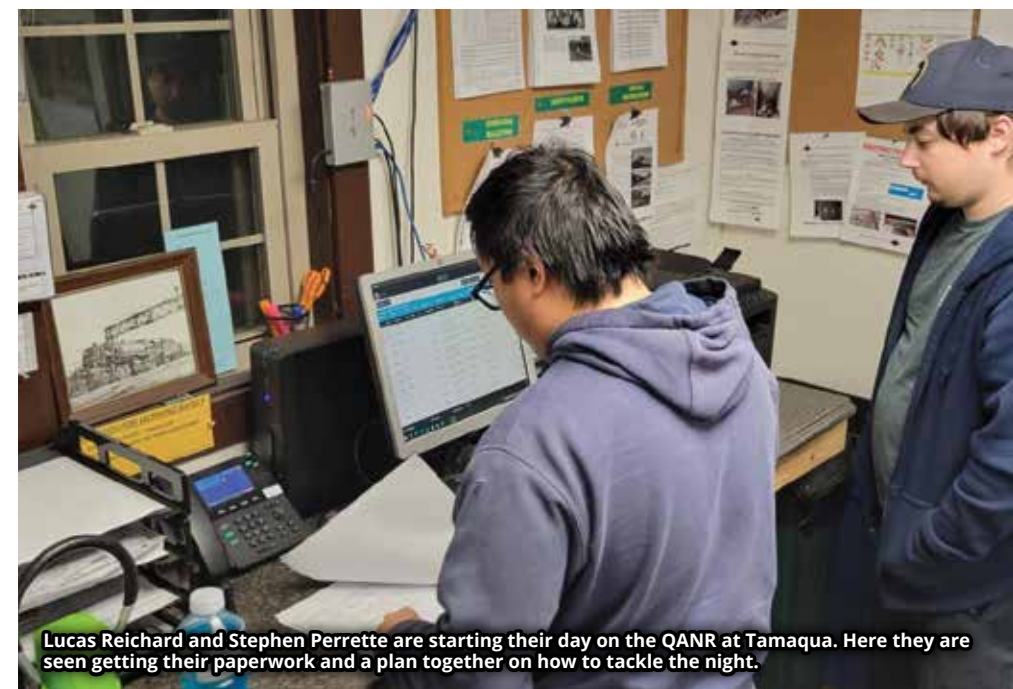
WHFF Conductor Darren Spare attaches the End of Train marker on the back of his northbound train at North Reading. Here we'll perform a Brake Test and boogie out of North Reading Yard and head straight back to the Humboldt Industrial park in Humboldt.



YJNR2 Conductor Jake Stockmal attaches the End of train marker on the back of his train at North Reading Yard for the trip into Norfolk Southern's, Reading Yard. He has 117 outbound cars to interchange with Norfolk Southern.



NRFF Engineer, Jim Donley and VP of Safety and Transportation, Eric Peters catching up on how their trip went that day.



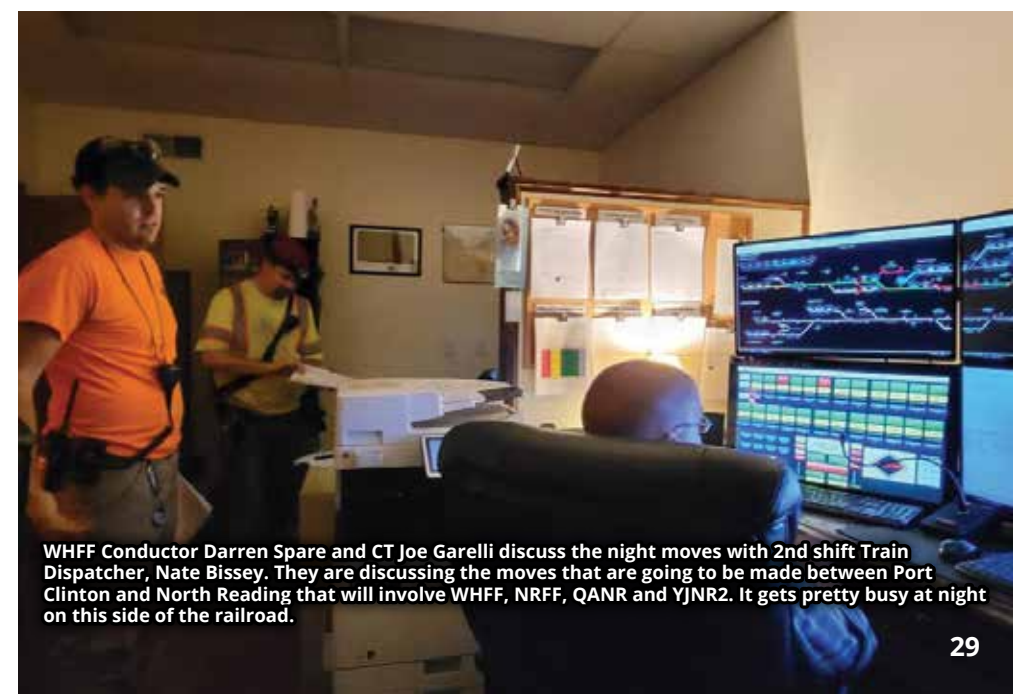
Lucas Reichard and Stephen Perrette are starting their day on the QANR at Tamaqua. Here they are seen getting their paperwork and a plan together on how to tackle the night.



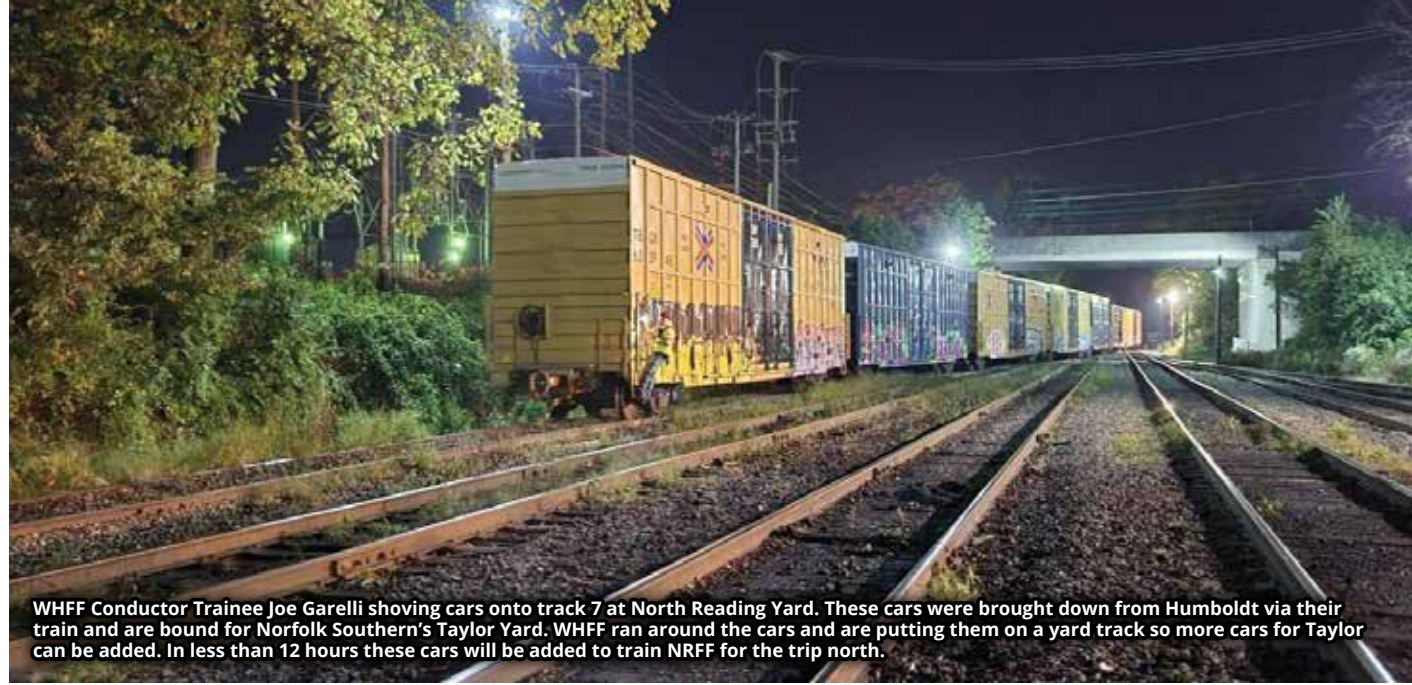
Ian McKeown poses for a photo at Port Clinton while he goes by on the southbound WHFF.



Isacc Feenstra can be seen in the cab of the NRFF grinding upgrade at East Mahanoy Jct. with newly painted SD40-2, 1983. The 1983 is the Reading & Northern's heritage unit honoring the start of the Railroad, 40 years ago as the Blue Mountain & Reading.



WHFF Conductor Darren Spare and CT Joe Garelli discuss the night moves with 2nd shift Train Dispatcher, Nate Bissey. They are discussing the moves that are going to be made between Port Clinton and North Reading that will involve WHFF, NRFF, QANR and YJNR2. It gets pretty busy at night on this side of the railroad.



WHFF Conductor Trainee Joe Garelli shoving cars onto track 7 at North Reading Yard. These cars were brought down from Humboldt via their train and are bound for Norfolk Southern's Taylor Yard. WHFF ran around the cars and are putting them on a yard track so more cars for Taylor can be added. In less than 12 hours these cars will be added to train NRFF for the trip north.



Gene Boyle on the QAJT making a Locomotive move at Jim Thorpe Jct.



Mike Geoghegan working at the north-end of North Reading Yard.



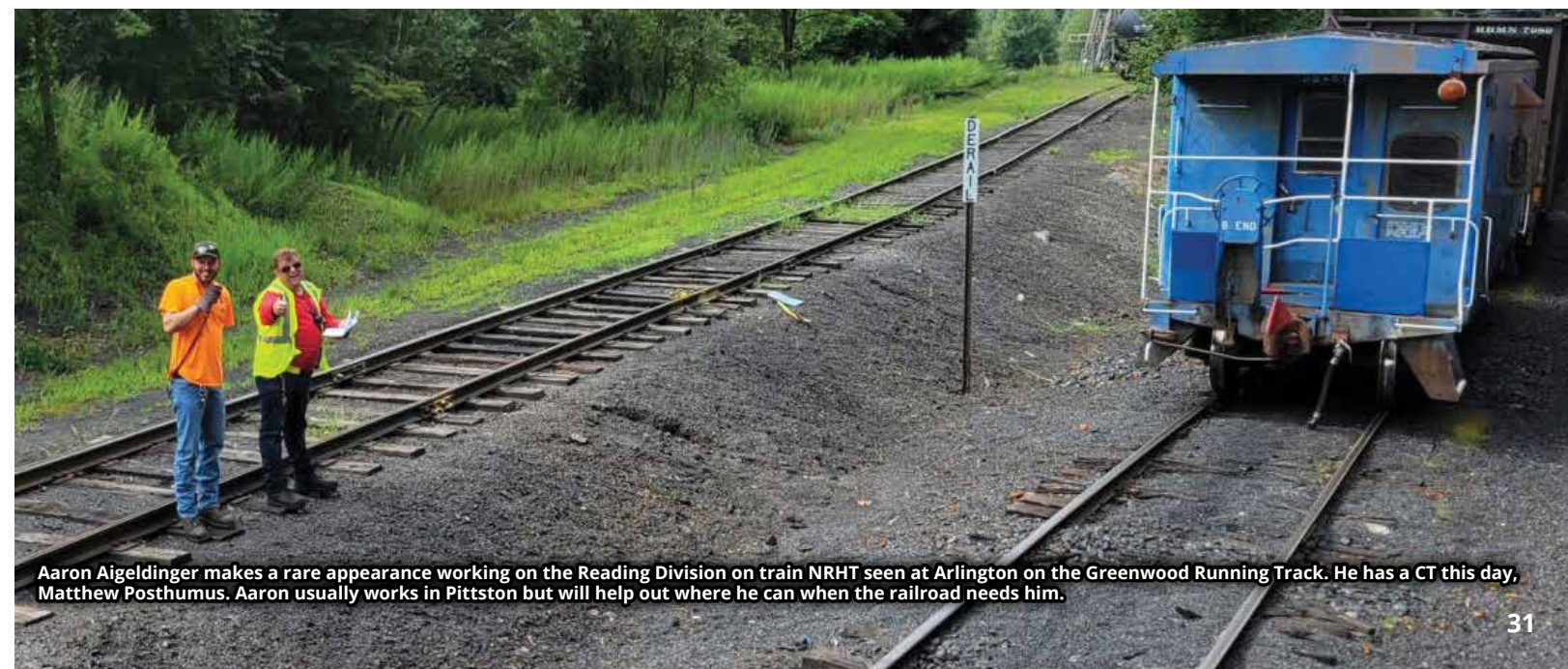
Lucas Reichard and Stephen Perrette working WHHB1 in the Humboldt Industrial Park.



Michael Kolbe and John Shucavage on train QASD on their way to Mahanoy City. John is a Locomotive Engineer Trainee and is getting time to train with his regular Engineer. Michael has many years of experience which means John is in good hands!



Steven Schorr and Conductor Trainee Ian Lapp working at Arlington on the Greenwood Running Track. This is train NRHT. Dedicated Hazardous material move with special restrictions applied to keep our Employees and the communities we operate through safer.



Aaron Aigeldinger makes a rare appearance working on the Reading Division on train NRHT seen at Arlington on the Greenwood Running Track. He has a CT this day, Matthew Posthumus. Aaron usually works in Pittston but will help out where he can when the railroad needs him.



4-week-old Gray Squirrels

Red Creek Wildlife Going Nuts Over Squirrels

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF RED CREEK WILDLIFE
PHOTOS BY KALEY EGAN AND CYNDI TROUT, RED CREEK WILDLIFE CENTER

A diverse variety of bushy-tailed residents calls Pennsylvania home, boasting seven unique squirrel species. As the seasons change, so do the stories at Red Creek Wildlife Center, where these furry critters often take center stage.

The eastern gray squirrel stands out as Pennsylvania's most common squirrel species. Year after year, we welcome hundreds of baby gray squirrels into our care, and 2023 was no exception.

Our Spring "baby season" kicks off in late February with the arrival of these fluffy gray bundles. Newborns arrive tiny, pink, and hairless, often following a storm that downs their nest. Juvenile gray squirrels begin arriving in March and April due to similar weather events, tree-trimming accidents, and an unexplained disappearance of the mother.

Gray squirrels spend four to five months growing and developing as we guide them toward independence. Each developmental stage requires adjustments to diet, care, and housing.

The first five weeks are spent in an incubator, and babies are given species-specific milk formula around the clock. Newborns need to be fed every three hours and are taken home with a rehabilitator for night feeding.

Around the five-week mark, like little explorers embarking on a grand adventure, their eyes open, and the world takes on a new dimension within the walls of their enclosures. Although fully furred, they still need supplemental heat but no longer need to be fed through the night.

Weaning begins at about seven to eight weeks as they learn to nibble on natural foods they will eventually find in the wild. No longer needing heat,

they are moved to larger indoor cages where they can begin to explore and jump without the risk of falling.

Gray squirrels are true "bushy tails by twelve weeks," signaling their entrance toward independence. They graduate to large outdoor enclosures where they meet other squirrels, perfecting their social skills and athletic abilities while increasing stamina and learning to forage. They are released about one month later.

Just about the time the gray squirrel babies mature, red squirrels start arriving. Born April through June, red squirrels only nest once a year. Red squirrels' early development is similar to their larger cousins, and they require the same housing and diet until they reach the exploring age.

Although smaller than gray squirrels, reds make up for their stature with mighty attitudes. Being extremely aggressive and territorial, red squirrels must be housed in smaller groups than gray squirrels, requiring substantial caging so they don't fight. Luckily, Red Creek typically receives only a few dozen red squirrels each year, allowing us to keep them in smaller groups.

Flying squirrels at Red Creek typically find their way to us under unusual circumstances. They, too, often arrive as tiny, pink, and furless bundles, often due to nest disturbances or accidents. Their unusual appearance and captivating charm bring a touch of magic to our rehabilitation efforts, making them a favorite among our staff and volunteers.

Although these nocturnal acrobats belong to the same family as other Pennsylvania squirrels, they possess a unique set of adaptations that set them apart. Their name comes from their ability to glide from high in the trees to



Flying Squirrel 2



5-week-old Flying Squirrel nursing



6-day-old Gray Squirrels



5-week-old Red Squirrel



Flying Squirrel



Sassy Woodchuck weaning



3-week-old Chipmunk



2-week-old Gray Squirrels

the ground. An abundance of skin connecting the front and back legs can be stretched like a parachute to slow their descent. The long and wide but flat tail acts as a rudder, allowing it to steer during the controlled fall.

Releasing flying squirrels can be tricky. They are very social creatures and survive best in an area where a stable colony already exists. We monitor several colonies as release sites, and the rehabilitated flyers are soft-released in the same nest boxes they grew up in at our center.

Pennsylvania has two species of flying squirrels: the northern and the southern. The southern flying squirrel is the most common and is slightly larger than the northern. In Pennsylvania, the northern flying squirrel is endangered, but the national population is stable.

In the vast tapestry of Pennsylvania's squirrel residents, the humble woodchuck is a creature that often surprises many. More commonly known as groundhogs, these sturdy rodents belong to the squirrel family and are a species of ground squirrel. Unlike their tree-dwelling counterparts, woodchucks spend most of their lives below ground, creating extensive burrows and tunnel systems. However, woodchucks do have the ability to climb trees.

Because they are born deep within the earth, newborn woodchucks rarely come in for rehabilitation. Most arrive after their eyes open, and they wander from their borrow, looking for mom who didn't return.

Another ground squirrel resident in Pennsylvania is the chipmunk. These pint-sized, striped squirrels are a delight to many, known for their zesty personalities and quick darting movements. While these borrow living

creatures share a family with woodchucks, their small size and distinctive markings set them apart in the squirrel family.

Chipmunks share another characteristic unique to ground squirrels – hibernation. As winter approaches, these critters go into a state of dormancy, conserving their energy for the cold months. This requires special care and attention to ensure their well-being through winter if we need to winter over individuals.

Our official "baby season" at Red Creek, which started with gray squirrels, also ends with them. Because gray squirrels nest twice yearly, a second influx arrives in August and September and is cared for through the fall.

By the end of fall, most of our squirrel babies have been released. A few late stragglers will winter over with us because they haven't yet reached an independent age before the colder weather begins.

One more squirrel is considered part of the Pennsylvania ecosystem, the Delmarva fox squirrel. Because this squirrel is now considered extirpated (locally extinct) in the commonwealth, we have never had one as a patient. Although there have been rumors of sightings in the southeastern corner of our state, these are unsubstantiated. These large squirrels, often reaching thirty inches in length, are still seen in Maryland and Delaware. Their populations are growing in those areas, so it isn't impossible that they may one day return to Pennsylvania. ♦

Wellness Corner

BY: MEGHAN FAUST, RECEPTIONIST/EMPLOYEE RELATIONS COORDINATOR

That's a Bit of a Stretch!

"I'm really stiff getting out of bed." When you hear this phrase, what is your first thought? Is it that someone had a rough night's sleep? That the person must have worked hard the day before and their muscles are sore? Or is it that it must be how an elderly person feels in the morning? Chances are, whatever you thought, it most likely is not because a 30- or 40-something year old just didn't stretch. As you get older, the simple act of bending down to tie your shoe may become more difficult without daily stretching.

Most people know that you should stretch before you play a sport, lift weights, or run, but daily stretching as you get older becomes increasingly important. Not only does stretching help maintain good balance in daily activities and reduce the risk of training injuries, but it also improves your range of motion and blood flow to muscles, decreases chronic pain, protects joint and muscle health, and optimizes muscle strength. Aging causes several different issues, such as stiffer tendons, loss of muscle tone, decrease in bone density, and reduction in skin elasticity. Each of these can be a contributing factor that results in a loss of flexibility. When we don't stretch, muscles become shorter and tighter, which can lead to a reduction in range of motion and flexibility or even increase risk for injuries.

If you only stretch occasionally, the effects are short-lived, so to reap the most benefits from stretching, a daily regimen is recommended. Your daily routine does not need to be rigorous or lengthy. In fact, setting aside just 10-15 minutes every day and being consistent will have a lasting impact. Here are some of the best things you can do to improve the results from a regular stretching routine:

Start slow: stretching should be a gentle exercise. Listen to your body cues and find the point where you can feel the stretch without causing any discomfort.

- Try variations: there are several ways to stretch the same muscle groups. Avoid following the same routine.
- Warm up the muscles: some people benefit from moving their muscles before stretching.
- Don't jerk or bounce: stretching should be a slow, still movement. Never jerk or bounce to get deeper into a stretch.
- Focus on your breathing: do not hold your breath while holding a stretch. When you continue to breathe, it helps you relax a little more so you can get a better stretch.
- Stay consistent with your routine: try setting aside 10 to 15 minutes for stretching and hold each stretch for 20 to 30 seconds before moving to the next position.
- Apply localized heat: heat helps loosen up the muscles. Try applying a heating pad on the muscles before stretching them.

Some of the most beneficial, all-inclusive stretches to help stretch most muscle groups are the following:

- • Floor Hip Flexor
- Floor hamstring with strap
- Full body stretch
- Double knee torso rotation
- Cat, cow
- Child's Pose
- Downward dog
- Standing calf

Short bouts of 15, 30, and 60 seconds have been shown to increase blood flow to the muscle and cartilage, helping to increase the delivery of nutrients to the muscle and reduce muscle soreness. If you believe that a daily or weekly stretching regimen isn't beneficial to you, or it doesn't have more benefits than increasing flexibility, you may be surprised to know that stretching has also been shown to increase serotonin levels, which causes a decrease in depression and anxiety. Stretching is also a good way to relieve stress. When we are stressed, our muscles tend to become tense, which in turn causes muscles to tighten. Stretching reduces muscle tension, thereby reversing the cycle of tension, then tightening, and pain.

Cat Cow



Child's Pose



Double Knee Torso Rotation



Downward Dog



Floor Hamstring with Strap



Floor Hip Flexor



Full Body Stretch



Standing Calf



For more information, visit:

<https://www.research.colostate.edu/healthyagingcenter/2021/06/23/the-simple-act-of-stretching/>

<https://fitness-nation.net/2021/07/07/stretching-is-increasingly-important-with-age/>

<https://www.health.harvard.edu/everyday-stretching>

<https://lilyfieldphysio.com.au/blog/bone-health/why-do-we-get-less-flexible-as-we-age>

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



View from the observation deck of RBMN Private Car 1, on the October 12 Coal Customer Appreciation trip in the vicinity of Lake Hauto, Carbon County.