

R&N Magazine

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

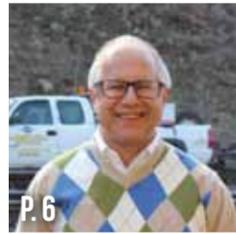
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BY: WAYNE MICHEL, PRESIDENT



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This may sound like a broken record but Reading & Northern just won another industry award.

Once again RBMN was recognized for its marketing acumen by being named one of the 2016 winners of the American Shortline and Regional Railroad Associations marketing award. We also won this very prestigious award in 2014 and 2010. So that is three times in six years.

On top of that we were named Regional Railroad of the Year last year by Railway Age, the only three time recipient of that great

honor. We also were given that honor in 2011 and 2002.

There are a number of reasons why Reading & Northern has been honored with these prestigious awards five times since 2010.

One of those reasons is our focus on marketing and business development. Our business development and marketing team is second to none in the shortline and regional railroad industry. As noted on p.6 of this issue we recently added Rian Nemeroff to our team. Between Rian, Dan Gilchrist, Dennis Shaffer and myself we have over 140 years of marketing experience working for either railroads or railroad customers. That experience is invaluable. At a time when Class 1 railroads and major customers are retiring experienced railroaders and replacing them with recent college and MBA graduates it is helpful to have a graybeard involved in the process.

What amazes me is the amount of energy our team has, even though we are all over 60 years old. Dennis, who has the most experience, thinks nothing of driving all over the countryside in search of additional business. He is the one who thought that the Old Forge warehouse might work when we were desperate to find a new warehouse facility last Spring. Dennis shepherded that entire project to fruition, managing the transformation of this outdated facility into a warehouse capable of handling thousands of bales of wood pulp. In just one year this business has grown by over 50 percent and we have had to expand from our original 20,000 square foot area to encompass well over 30,000 square foot. Dennis even operated the forklifts when business started!

Of course, none of this should come as a surprise since it was Dennis who started our transload businesses in 2013 that led to our last ASLRRRA Shortline marketing award.

Our team is much deeper than just Dennis. Dan was largely responsible for putting together our deals with Kinder Morgan to develop a new export anthracite facility when our customers lost access to the Port of Baltimore. And Dan has been the key figure behind our successful storage of

empty crude oil trains. For the last fifteen years Dan has been our principal contact with Norfolk Southern and has overseen our customer relationships. Dan's hard work has been visible with the extraordinary growth of business with customers like Proctor & Gamble and the Gallo Wine business with Kane Warehouse. I must note the assistance of John Hamm, our Vice President in Cincinnati who manages our corporate relations with P&G. John, who joined us in 2010 after retiring from a 33 year career at P&G, has ensured that RBMN and P&G have a close working relationship.

Adding Rian to our team was, for me, a no brainer. I have known and worked with Rian for over twenty years. At Conrail Rian impressed me with his work ethic and commitment to his customers. That's why I asked Rian to join me in the Shortline group in 1996. And since Rian went to work as the VP Marketing & Sales with the Housatonic Railroad, a fine New England shortline I knew well from Conrail days, I have stayed in touch with him. When Andy and I realized that we had more business opportunities than manpower available with the Humboldt acquisition, Rian was an obvious candidate to join our team. We know Rian is going to do a great job working with our Forest Products customers. It may not be clear to all our readers but RBMN's Forest Products business is over 35 percent of our carloads and revenue. With Rian managing this business I am confident it will continue to grow.

None of our success would be possible if we did not work for a visionary entrepreneur. In Andy Muller, Jr. we have such an owner. Andy is never afraid to make investments to get more business. Andy gives our team the ability to make quick decisions to get new business, even when it requires investments. He has never been reluctant to buy equipment or invest in facilities. And he has never been reluctant to hire strong marketing people. Our success is due to his total support.

Continued on page 4.

COVER PHOTO

AERIAL VIEW OF THE READING & NORTHERN RAILROAD PORT CLINTON FACILITIES. PHOTO CREDIT COLIN KUND.

EDITORS

JOLENE FAY • FRANCES KARYCKI

Continued from page 3.

Our success also stems from the fantastic company Andy has built over the years. Our Operations team does an amazing job delivering on-time service to our dozens of customers. And as noted in Tyler Glass' article on p.5 our Operating team is quick to adjust to changed circumstances in order to ensure our customers get excellent service. You can't have great service if the track is not in good shape. At Reading & Northern we are not satisfied to just having a safe FRA Class 1 track structure. As noted in Erik Yoder's article on p.8, we are committed to spending time and money to upgrade our track structure so that we can increase our train speeds. This again is the result of Andy's vision of a modern, efficient railroad exceeding customer expectations.

We have support through all segments of the company. Our Mechanical department does an amazing job keeping almost all of our

engines in constant service. Our car shop makes sure our ever growing fleet of RBMN equipment is in good shape and graffiti-free! Our Signals department has played a critical part in our effort to increase our speeds by working on installing interlockings, which are locations that have remotely controlled switches that are interconnected with a signal system. Our Police department keeps trespassers at bay, which protects our right of way. Our Finance department makes sure we acquire the materials we need at a good price and that our bills are paid in a timely fashion. Our HR department is always busy scouting for new employees who will work the Reading & Northern way and given our massive hiring over the last year, over 20 new employees, they have been very busy sorting through thousands of job applications. And our Customer Service staff is constantly working with our customers to make sure they know the status of their cars and to resolve any problems quickly. These

men and women are our front-line with the customers and the fact that we have such a good reputation is due in large part to their tireless efforts. The bottom line is we could not succeed in growing new business if all of these people weren't working hard every day to make sure we did an excellent job supporting our existing customers. At RBMN satisfying the customer is Job 1!

And I haven't even mentioned our amazing Passenger department. I remain flabbergasted that we had over 100,000 riders last year. And as Matt Fisher's article on p.10 sets forth we will be offering even more exciting rides in 2016.

The efforts of these 200+ people who make up the Reading & Northern family are what lead to our success. It is a true team effort that results in our winning all of these awards. At the end of the day it is the hard work and dedication of every one of us at the Reading and Northern that keeps us on track. ♦

Reading and Northern Welcomes Seven D Wholesale as a Customer

BY: DENNIS SHAFFER, VP BUSINESS DEVELOPMENT

We are pleased to welcome Seven D Wholesale as a new Reading and Northern customer. Seven D Wholesale recently completed the modification and rehabilitation of a warehouse and storage yard for handling building products in Keyser Valley along our Scranton Branch, and they will begin receiving cars of lumber and building products this month.

Seven D is one of the companies owned by the DeGol Organization headquartered in Altoona, Pennsylvania; a family owned business started in 1950. In addition to Seven D Wholesale, the DeGol organization also operates an aviation and jet center business, a real estate company

and in 2006 they purchased the former Conrail Hollidaysburg Car Shop which they have developed into an industrial center.

The new Scranton warehouse is one of nine building products distribution centers operated by Seven D in the Northeast and Southeast US. Seven D will be vacating their current facility in downtown Scranton and all operations will move to the larger, more efficient facility along our Scranton Branch.

The new facility had rail service in the distant past, however the tracks into the property had not been used in decades and were completely covered by brush and debris, and the switch on our mainline

had been removed years ago. We reached an agreement with Seven D last winter to rehabilitate and extend the track and have it in service by April. Work began as soon as the snow melted, and our people did an outstanding job getting the track in service within the promised deadline.

An important element in Seven D's relocation decision was the availability of superior rail service, and we are pleased that Seven D chose our railroad over other relocation options. Seven D joins the growing list of Reading and Northern customers enjoying the benefits of our superior, scheduled service and attention to customer needs. ♦



FOR IMMEDIATE RELEASE:

READING AND NORTHERN WINS MAJOR AWARD

Port Clinton, PA – April 6, 2016

Today the American Shortline and Regional Railroad Association awarded the industry's highest award to the Reading & Northern for marketing achievement. This is the third time Reading & Northern has won this prestigious award in the last six years. Dennis Shaffer, Vice President Business Development, accepted the award today at a ceremony in Washington D.C.

The Association recognized Reading & Northern for its rapid response and development of a railroad-operated warehouse in Old Forge, PA. The need for this new warehouse facility came suddenly in April, 2015 when a valued customer notified Reading & Northern that it needed a new warehouse to handle and store their wood pulp. The critical part of the request is that this new warehouse needed to be available within a month. In a little over a month Reading & Northern was able to find a long unused building along our railroad in Old Forge, PA, negotiate a lease, modify and

rehabilitate the building, acquire the necessary handling equipment, train our employees, and rehabilitate a long unused rail siding that was buried under several feet of dirt. Simultaneously, Reading & Northern moved to acquire and rehabilitate, in our Port Clinton car shop, additional boxcars to handle this wood pulp from Old Forge to final destination. This new facility was up and running by May 2015 and has seen continual business growth ever since.

In addition to the ASLRRRA Marketing Award, Reading and Northern was also recognized in 2015 when we were named Regional Railroad of the Year by Railway Age Magazine. This was the third time we won this prestigious award and we are the only railroad ever to have achieved this recognition three times.

Reading and Northern's superior marketing and business development efforts have paid dividends in business growth. 2015 was a record breaking year for Reading and Northern. Freight carloads were up 19% and revenue

up 30% compared to 2014, which was also a record year.

Reading Northern's passenger operation, the Lehigh Gorge Scenic Railway, also broke all previous ridership record in 2015 as over 100,000 visitors rode our trains. This was a smashing 38% increase in ridership over the previous record year.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 60 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill and Wyoming). It has expanded its operations over the last 20+ years and has grown into one of the premier railroads in Pennsylvania. Reading and Northern operates both freight services and steam and diesel powered excursion passenger services through its Lehigh Gorge Scenic Railway, owns over 1,000 freight cars, and employs over 200 dedicated employees. ♦

OPERATIONS

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

The first quarter has been quite exciting in the Operations Department. Our service to CANDO's Humboldt Industrial Park is in full swing and we have started operating new trains, our Fast Freights.

As mentioned in the winter magazine, we had a substantial amount of preparation that went into our service design for the Humboldt Industrial Park. From the onset, Andy Muller gave me great advice. Andy said to keep all of our other scheduled service exactly the same and just add three jobs for the Humboldt service. Now that seems like common sense, especially when looking in the rearview mirror. However, I must tell you that it kept me and my team focused which was necessary because quite frankly our original intent was just to merge the new business into our existing service plan wherever we could. As Andy knew from the start, trying to change a scheduled railroad, which was working well, to incorporate a whole new operation was doomed to fail. Instead we decided to treat Humboldt as an entirely separate railroad. In

that way we would ensure our new customers of excellent service while not impacting adversely our existing customers. As Andy said, we can always modify the plan once we got through the start-up and the winter.

As it turned out Mother Nature was kind to us. Winters in Hazleton are notoriously cold and snowy. After all Hazleton is the highest elevation municipality in Pennsylvania. However, this year we were blessed with a relatively mild winter. We did have one major snowstorm but as is always the case on the Reading & Northern, all of our team got together and we were back in operation in a couple of days.

The key aspect of Andy's plan was to create a Fast Freight model. Basically, the Fast Freights would have very limited, but critical, functions. The Fast Freights basic function would be to expedite freight to and from certain regions to either interchanges with Norfolk Southern or connect with freight moving on other trains. These trains are set up on tight schedules with very limited set off and pick ups. Wayne refers

to these trains as an internal shortline within our operation. Taking cars to and from the interchange points and then running fast to our commercial hubs at Humboldt, Tamaqua, and Pittston. After reviewing our post-Humboldt operations we decided to create three Fast Freights.

West Hazleton Fast Freight. The WHFF begins its day at West Hazleton, the Humboldt Industrial Park, in the late afternoon. The consist is made up of all the cars that we pulled from customers in the Hazleton region, which includes a couple of coal customers as well as Humboldt customers. The train proceeds directly south to Port Clinton where the train is set off for a pick up a short time later by the QAFF (see below). The WHFF then proceeds to North Reading to pick up cars that were received by NS at Reading and classed earlier in the day by a separate yard crew. The WHFF then proceeds directly back to West Hazleton with cars that will be available to customers the next day.

Continued on page 6.

Continued from page 5.

Tamaqua Fast Freight. For the record, "QA" is an old telegraph identification code used by the Reading Railroad for Tamaqua which may answer any questions on the symbol for the train. The QAFF starts its day in the early evening and is timed to work around the WHFF, which uses the same tracks between Tamaqua and Reading. The train leaves Tamaqua with freight pulled from customers between Tamaqua and Mt. Carmel and our Main Line customers earlier that day. The train proceeds directly to Port Clinton where it picks up cars that were pulled from customers in the Pottsville/Minersville region earlier that day as well as the West Hazleton freight set off earlier by the WHFF. Once the train leaves Port Clinton the train heads to North Reading where the train is weighed, and if necessary, picks up any additional cars that were pulled from Reading area customers and then delivers the train to Norfolk Southern's Reading Yard. After returning to North Reading, the QAFF picks up cars that were received from NS at Reading and classed earlier in the day by a separate yard crew. The crew heads north,

makes a set off at Port Clinton and then proceeds to Tamaqua where it completes its cycle. Pittston Fast Freight. PIFF begins its day late in the evening at Pittston. The train consists of freight that was pulled from various customers on the Lehigh Division and begins its journey southbound. This train makes a pick up at Penobscot on days we serve the Crestwood Industrial Park and heads south towards Lehighton to deliver the cars to Norfolk Southern. The crew leaves the Lehighton interchange and heads north along the way setting off/ picking up cars at Jim Thorpe, if necessary, and then heads to Penobscot. The train picks up any cars that NS has delivered to Penobscot before finally returning to Pittston with the freight.

We did have to change our way of thinking with the Fast Freights due to the fact that the schedule is to be adhered to as closely as possible. We do have a tendency to add one or two extra moves to a train for convenience sake, however with these trains that cannot be done without strict authorization. Once we adjusted

it became second nature to find another way to get other work completed. Our Fast Freight schedules have allowed our freight to move to and from the customers with precision and have also made it easier to manage crew hours, since the train times are extremely predictable.

As I close out this article I do want to mention our locomotive shop. Due to the takeover of the Humboldt Industrial Park, it was necessary to increase the size of our available fleet by four locomotives per day. Dusty and his team have stepped it up and ensured that they continue to cycle the locomotives through the shop as efficiently as possible, while still maintaining the quality workmanship we have been spoiled with in recent years. ♦

NEW YEAR'S DAY IN THE TRAFFIC DEPARTMENT

BY: DAREN GESCHWINDT, AVP MERCHANDISE TRAFFIC



The traffic Department is hard at work on New Year's Day, making sure that everything is set up for our new service to the Humboldt Industrial Park. (L-R Susan Ludwig, Aaron Snyder, and Kristina Ottey)



Susan Ludwig and Aaron Snyder review the inventory of cars that were in the Humboldt Industrial Park on day 1 of operation.

When most people think about New Year's Day, they think about the Rose Parade, Bowl games, and of course, the Mummings. While that is the case most years, this year the Traffic Department was only thinking about one thing.... Humboldt. January 1st was day one of Humboldt service, so there was a lot of work to do, in order to make sure everything went according to plan. For the Traffic Department, this New Year's Day, would be just another work day.

There is always a lot of work that goes into any transition. Some of that work is very visible, such as hiring crews and acquiring locomotives. Other work occurs behind the scenes, and is not always as visible to those observing from the outside. Such was the case with the work that the Traffic Department needed to complete leading up to our Humboldt transition.

Much of the Traffic Department work began months in advance. The process began by meeting with the customers to determine what their service needs would be. We also worked with them to identify the best 2-hour service window that would work for them. Once we had gathered this information, we worked with Operations to establish the schedule.

In addition to gathering information from the customers, we also worked closely with Norfolk Southern to

plan a smooth transition. During the months leading up to the transition, several conference calls were scheduled, involving all affected parties to identify all concerns and develop a plan for how they were to be handled. This included identifying what the process would be for determining which cars were in the industrial park on transition day, how cars in transit would be handled, car hire, and demurrage concerns. With everything planned out well in advance, we looked forward to a smooth transition on January 1st.

Norfolk Southern served the industrial park for the last time on December 31st. The transition process began as soon as the crew finished their work. The staff at NS's Operations & Service Support center in Atlanta processed the crew's paperwork, and began compiling a report showing all cars in the park as of that moment in time. By 10:00 PM they had completed the report, and emailed it to Susan Ludwig and myself, showing every car number, whether it was loaded or empty, and its current location in the park. They also showed all cars as interchanged to RBMN as of 1-1-16 at 00:01 and transmitted an EDI consist to our system, which would then allow us to bring the cars into our computer system.

The following morning the Traffic Department staff arrived and began the

process of bring all of the cars into our system. The first step in this process was to work with the NS staff in Atlanta, to have them transmit EDI waybill data to us for all of the cars. Once this data was received we could then inbound the cars into our system, and move them to the correct tracks as indicated by the NS report. In addition to bringing the cars into the system electronically, a copy of the report was also provided to our Operations personnel in the field, who physically confirmed the car numbers that were on each siding in the park. The physical confirmation revealed an additional two cars that were physically in the park. These cars were also added into the system.

With the cars now in place the next step was to check all of the Ship Xpress accounts for the new customers, to confirm that each account was showing the cars correctly. The customers Ship Xpress account is the tool that they use to view their cars, request cars for placement, and release empty cars. This check confirmed that all accounts were functioning correctly.

By 3:30 PM all cars were in the system, showing on the correct tracks, and linked to the customers' accounts. This meant that we could call it a day, and even make it home in time for some pork and sauerkraut, and catch the last bowl game. ♦



FOR IMMEDIATE RELEASE:

Reading & Northern Railroad Hires Nemeroff as VP Forest Products

Port Clinton, PA – March 14, 2016

Reading and Northern Railroad announces the appointment of Rian J. Nemeroff, CTL as Vice President - Forest Products.

Nemeroff joins Reading & Northern from Housatonic Transportation Company where he was Vice President Marketing and Sales responsible for the Housatonic Railroad, the lumber reload, Shepaug Distribution and support for Housatonic Logistics. He was with the Housatonic for over sixteen years.

Prior to the Housatonic, Nemeroff worked for Conrail in the Forest Products and Short Line Marketing groups. Before joining the railroad industry he worked in the paper industry for International Paper Company and the Scott Paper Company.

Nemeroff will be responsible for managing the forest products business at the Reading & Northern, a market segment that comprises over a third of the railroad's business. He will report to Wayne Michel, President of the railroad.

In announcing the hiring Michel said, "We are excited to have Rian join our team. Our Forest Products business is critical to our long-term success and Rian has the experience of working with these customers from both a shortline and Class 1

railroad perspective as well as being an employee of two major forest products companies. I worked with Rian at Conrail in the shortline group and I learned to admire his hard work, tenacity and dedication to his customers. He will be invaluable in helping us to grow our business."

Nemeroff holds a Bachelor of Science degree in Business Logistics from The Pennsylvania State University and a Masters of Business Administration in Marketing from Widener University. He was certified by the American Society of Transportation and Logistics, Inc.

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New track construction along the Mainline in Mohrsville, Pennsylvania.

2016 Maintenance of Way Work Plan

BY: ERIK YODER, AVP MAINTENANCE OF WAY

The Maintenance of Way Team has planned an aggressive work season this year. The predominant goal is to raise speeds and allow Operations flexibility in running trains. We have targeted rail lines that once work is completed will improve train movements.

We are picking up right where we left off at the end of 2015. The Hazleton line will again be a focus. Continuing the tie work at milepost 108, we will be working on the remaining ten miles to Oneida Junction. Approximately 5000 ties will be installed over the next two months. Areas along this work area have also been identified to get new rail installed. Our thermite welding crew has been busy already getting the new rail strings ready for installation. Once rail and tie work is completed the Tamper gang will be busy at work adding the final touches to the work area. The end goal is to raise the speed on this line to thirty mph.

Our Scranton Branch tie work is also continuing this year. The remaining 3000 ties will be installed all the way to Taylor Yard. Following

the same flow of work as the Hazleton Line (minus new rail installation), we plan to raise track speed to thirty mph. Our Tamper gang will be busy making sure these projects are finished off well.

Following the completion of the tie work listed above, we will continue tie work on the M&S Branch. Last year we completed tie work from East Mahanoy Junction (EMX) to MP 107. This year, if time permits, we will continue tie work from MP 107 - 131. We are planning to combine both tie gangs from Scranton and Hazleton along this track with one gang working north from MP 107, and the other gang working south from MP 131. The goal again is to raise speeds to thirty mph.

Not to miss a critical part in this tie work, we plan to dump a great deal of ballast this year to solidify the tie work completed. Our seventeen ballast car feet will be making many trips along our rail him following the tie work progression. To aid in this transition, we have begun to install our railroad signage along the right of

way (ROW). This may seem like a small part of the overall work, but it emphasizes the pride we have in our work and our railroad.

I still have yet to add the many track construction projects we have planned, have underway, and are still developing for this year. Thanks to our great business development team we already have one new customer siding built and we have two more planned for the near future. It amazes me year after year how we never rest on our accomplishments, but press on to higher goals. We will continue to do our normal maintenance work, but stay busy with these projects. Our bridge department will again be busy this year with projects.

All of this work would not be possible without a great Maintenance of Way team. Our men bring pride to the work they do and are satisfied when a job is well done. This is seen year after year as we write of our accomplishments. I am again proud to be a part of the MOW Department and a member of the RBMN family. ♦



Engine House Team. Left to right: Adam Stump, Ernie Henritz, Joe Zimmerman, Dusty Berndt, Dan Puksar, Ben Meiser, Nate Billet, Scott Beshore.

Safety

BY: TOM COOK, VP SAFETY & TRANSPORTATION

We have some high performing safety teams at the Reading and Northern. My discussions with the leaders of three of these teams provide good insight into what makes the Reading and Northern a great railroad.

As I write this in late March, two operating teams will have gone two years or longer without an FRA reportable injury and another is getting ready to pass that milestone. The C&S Department is over two years without a reportable injury, the locomotive shop passed that milestone on March 14, and the car shop will pass that milestone on April 4.

Jon Barket, AVP Signals and Communications, attributes his team's success to the following: "Safe work practices. Everyone looks out for each other, and everyone works as a family. We have leaders throughout the department, since we all have to work alone. Everyone knows what needs to get done. When the team gets together on a project, the maintainer in charge of that territory takes charge."

New Maintainer Graham Hantz has a fresh

perspective, and here is what he had to say about safety in the C&S Department, "The thing I like most is the detailed safety briefing before each job. We cover track authority, job assignments and hazards." Personal protective equipment makes a big difference to Graham, and he appreciates his high boots. Rules classes are also helpful, and being new to the railroad, he needs that information.

The Facilities department is led by Steve Balthaser, VP of Facilities management. The car and locomotive shops report to Steve, and he attributes his team's success to the following: "We have an intelligent, well trained workforce. Skilled workers are the key to success. We put the right person in the right job and have done it that way for years."

Tom Stemko, Car Shop Manager, has the following to say about his team's success: "Common sense is the key. A lot of injuries happen because of a lack of common sense. Everyone on our team watches out for each other to make sure that does not happen."

"Another key is that no one is afraid to speak up about a potential hazard or safety issue. When someone

speaks up the team comes up with a game plan to do the job differently." Tom is also passionate about putting the right people in the right jobs to maximize the team's skills and minimize risk.

Dusty Berndt, AVP Locomotive, has the following to say about his team's success: "Our team is quick to correct unsafe behavior or warn each other of hazards. Our team is also passionate about not doing anything hard by themselves. If it is hard to do, we get help, especially when it comes to lifting. We work like a family here. We have a great bunch of guys, and we all get along." The bottom line for Dusty is this: "I don't want anyone under my watch to get hurt. I would feel very bad because we have such a great group of guys."

These teams have the following in common: They work like a family; they have genuine concern for each other's safety; there is leadership at every level to avoid hazards and correct unsafe work practices, and they practice common sense and professionalism. That is a great safety foundation. ♦



Car Shop Team. Left to right: Jim Somers, Tom Stemko, John Byassee, Stan Burczy, John Dubick.

New for 2016 on the Lehigh Gorge Scenic Railway



Passengers enjoy a breezy summer day on one of the LGSR's Open Air coaches last Fourth of July, with Car Host Jim Danner on board.

BY: MATT FISHER, PASSENGER GENERAL MANAGER

After a record 100,000 riders in 2015, the Passenger Department is optimistically looking forward to the 2016 season. At this point, we have already operated Winterfest trains, a Valentine's Day Special, and Easter Bunny trains on the railroad. Regularly scheduled trains departing Jim Thorpe will begin the first full weekend in May, and run through December. Between Independence Day and Labor Day, LGSR trains will run Wednesdays through Sundays. Also, in October, trains will run Wednesdays through Fridays at 11am, 1pm, and 3pm. On weekends in October, trains will run 10am through 4pm in conjunction with the popular Fall Festival in Jim Thorpe. The regular trains will see some additional options for the riding public including caboose and open air gondola service with the option of unloading bikes at Old Penn Haven.

Customers will now be able to rent the whole caboose, which will seat up to six people, for only \$99 on any regularly scheduled LGSR train, except during October. This is a great opportunity for families and friends to ride a car in privacy away from the open air and standard coach seating in a much different atmosphere. The caboose option will be a perfect idea for small reunions, birthday parties, and family events.

For those who don't want to ride a bike for twenty five miles on a Bike Train return trip, LGSR has a new gondola open-top service available. Most days regularly scheduled trains operate from May through September, people can jump in an open air gondola. Railroad owner and CEO, Andy Muller, Jr. said, "we understand that a twenty five mile bike ride is a long distance for some. We will let people off the train at old Penn Haven and the ride back to Jim Thorpe is a short ten miles. This is just the right distance for families". The scenery is fantastic and the ticket

price is only \$15 per person. For an additional \$5 per person, customers can take their bike along. If a bike rental is needed, customers can visit Pocono Biking located directly across route 209 from the LGSR ticket booth. This will become yet another family friendly option for a fun visit to Jim Thorpe.

RDC trips will also visit Jim Thorpe in the 2016 season. For the first time in over fifteen years, the Reading and Northern Railroad, with the cooperation of the Lehigh Gorge Scenic Railway, will offer Rail Diesel Car (RDC) excursions. Included in the ticket price, customers will enjoy food service on board the only RDCs that have windows that open and shut. These commuter-like scheduled trains will get people from Schuylkill County to Jim Thorpe in less than two and a half hours. While in Jim Thorpe, people will enjoy many of the shops, restaurants, and attractions.

Also, look to www.lgsry.com for Schuylkill County trips that head south to North Reading, then take a tour at the Reading and Northern Railroad Corporate Headquarters in Port Clinton, Pennsylvania. The tour will last nearly one hour. People will be guided on the property to see the car shop, engine shop, headquarter building, and dispatching center on the tour.

Finally, throughout the year, there will be specialized and charter RDC trips available. The special excursions will visit many attractions found in the coal region of Northeast Pennsylvania. The new additions in 2016 will greatly supplement the superior service the passenger department offers to the public. ♦



RDC 9166 and 9168 seen awaiting their next test run. First RDC trip open to the general public is scheduled for Mother's Day on May 8.



Pictured outside of the Port Clinton car shop is gondola car 15 which will be put into service this year on Bike Trains and LGSR trains.

New Arrivals



On October 6, 2015 Brad (MOW Track Worker) and Anna Kunkle welcomed their first addition to their family. Their baby boy, Jude Alan, weighed in at 6 lbs. 8 oz. and he was 19" long.



A New Year baby girl was born to Ed (Signal Maintainer) and Jessica Kopeck. She arrived three weeks early on January 1, 2016 at 10:24 AM. Her name is Kenleigh Sarah and she weighed 7 lbs. and was 20.5" long. Kenleigh is Ed and Jessica's first born and they are thrilled with her arrival.



Joe Zimmerman (Diesel Locomotive Electrician) and Amy Kitchen had a first arrival also with their little piece of sugar and spice. Miss Charlotte Faye Zimmerman was born on January 29, 2016 at 11:30 AM. She weighed 6 lbs. 2 oz. and was 19.25 inches.

The Reading and Northern Railroad would like to welcome all these new additions to our railroad family!

Reading & Northern Railroad Facilities

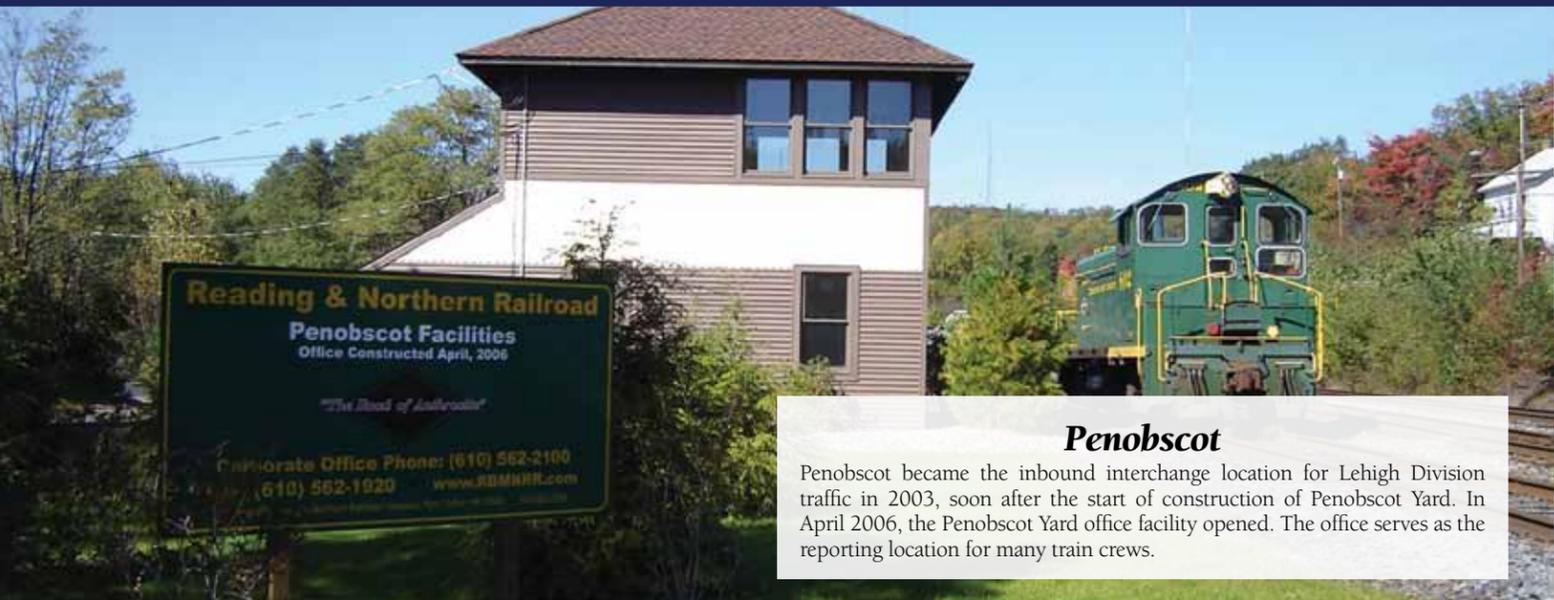
BY: FRANCES KARYCKI, AVP REAL ESTATE

Over the years, the Reading and Northern Railroad has been growing and expanding its operations. Just in the past year, there has been extensive renovation of old buildings for new purposes. Here is a tour of the Reading and Northern facilities today!

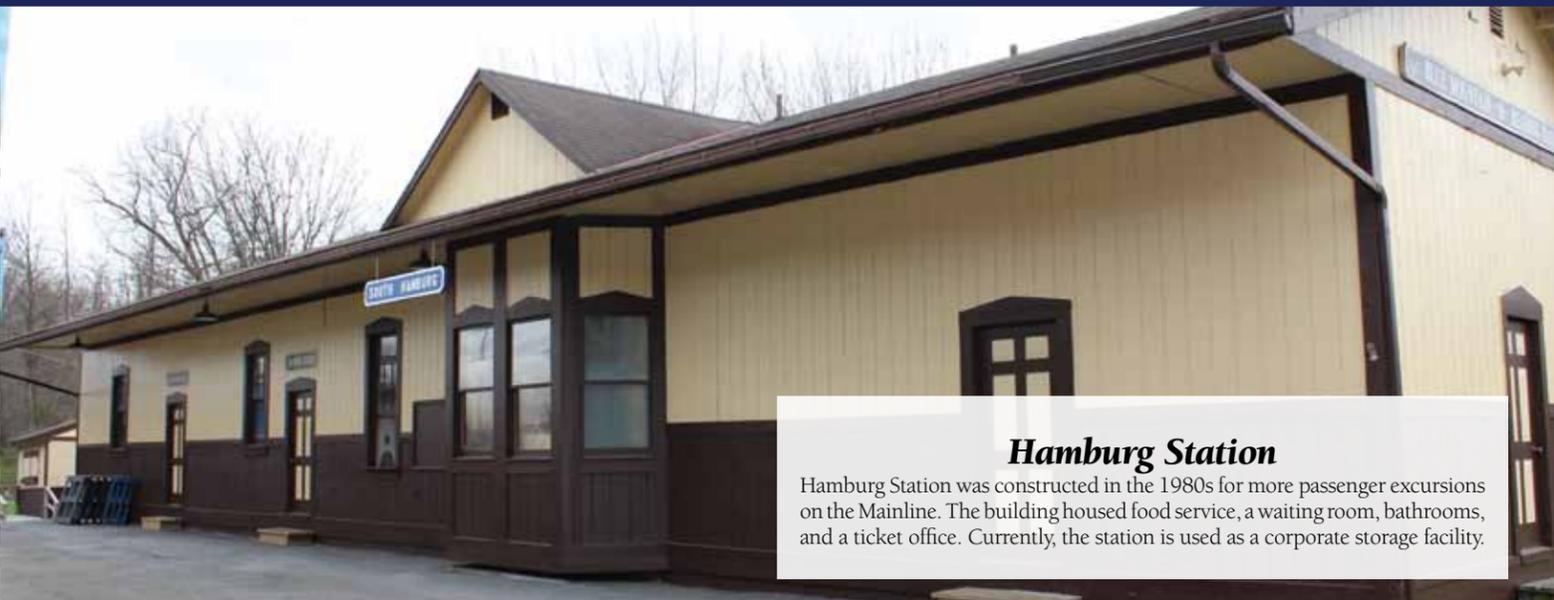


Port Clinton Headquarters

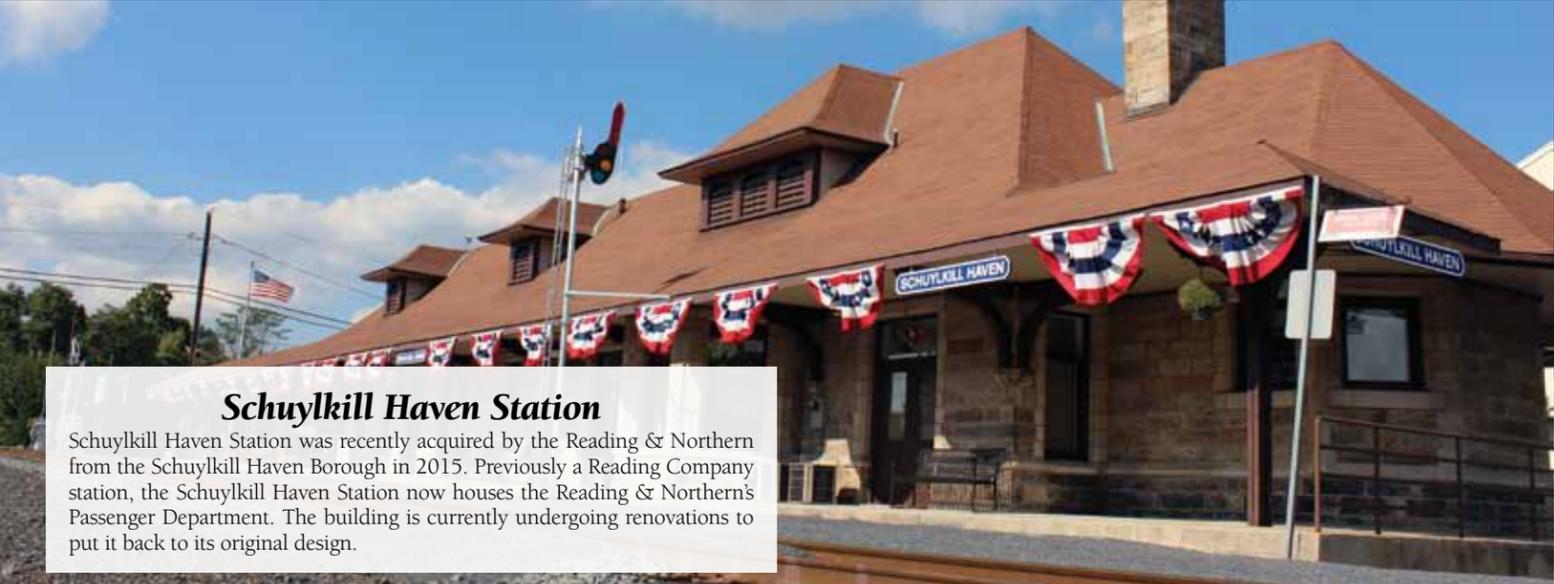
The Port Clinton Corporate Headquarters is designed after the Catawissa Train Station in Catawissa, Pennsylvania in Columbia County. Corporate operations moved into this building on Memorial Day weekend, 1995, and in summer 1997, the corporate annex building was constructed.



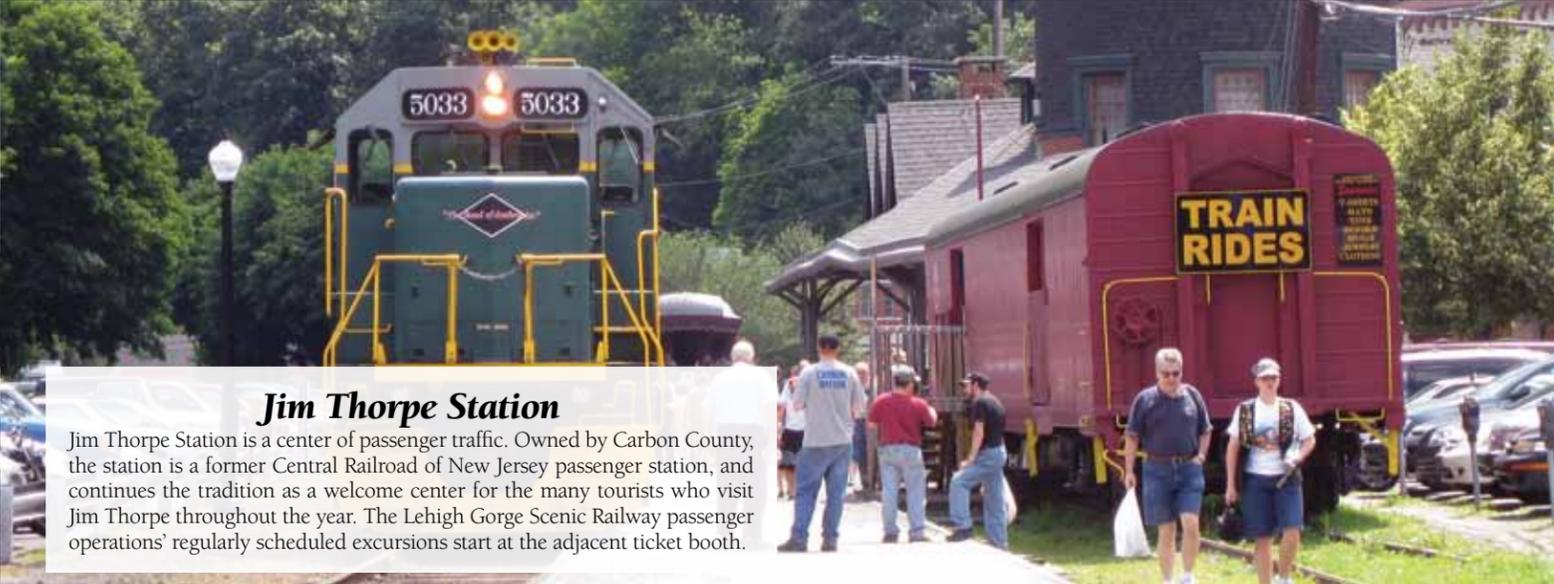
Penobscot
 Penobscot became the inbound interchange location for Lehigh Division traffic in 2003, soon after the start of construction of Penobscot Yard. In April 2006, the Penobscot Yard office facility opened. The office serves as the reporting location for many train crews.



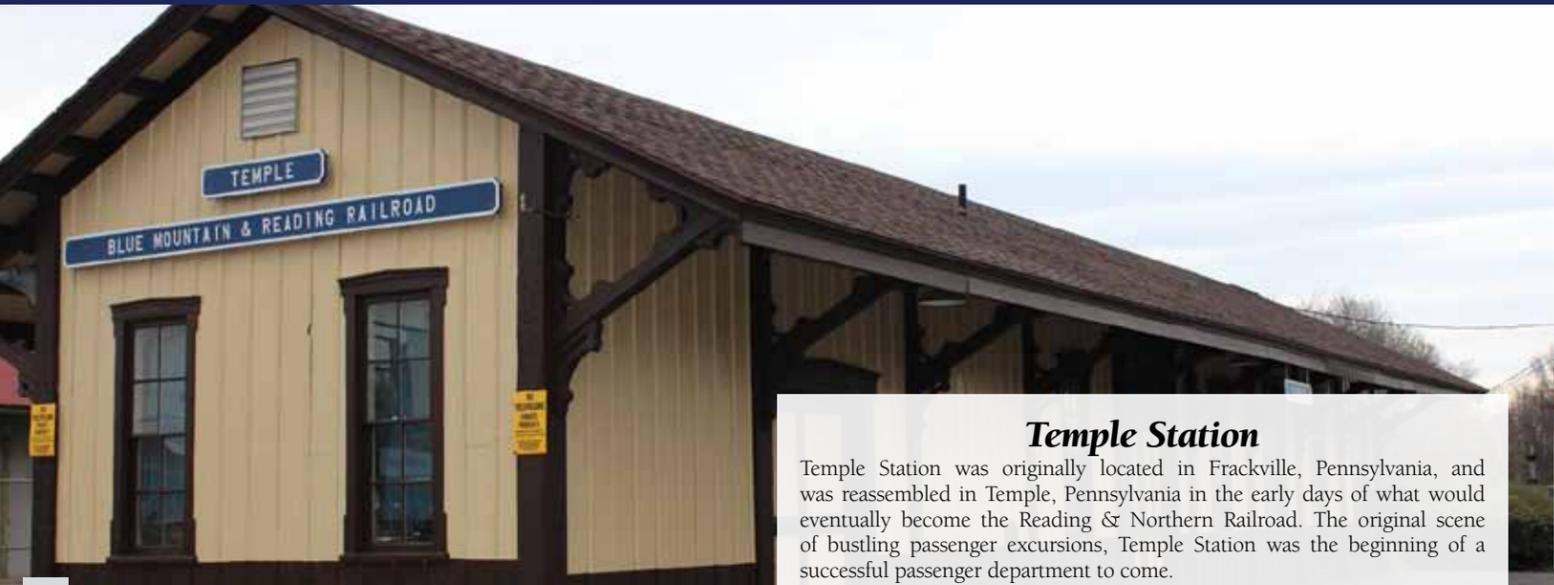
Hamburg Station
 Hamburg Station was constructed in the 1980s for more passenger excursions on the Mainline. The building housed food service, a waiting room, bathrooms, and a ticket office. Currently, the station is used as a corporate storage facility.



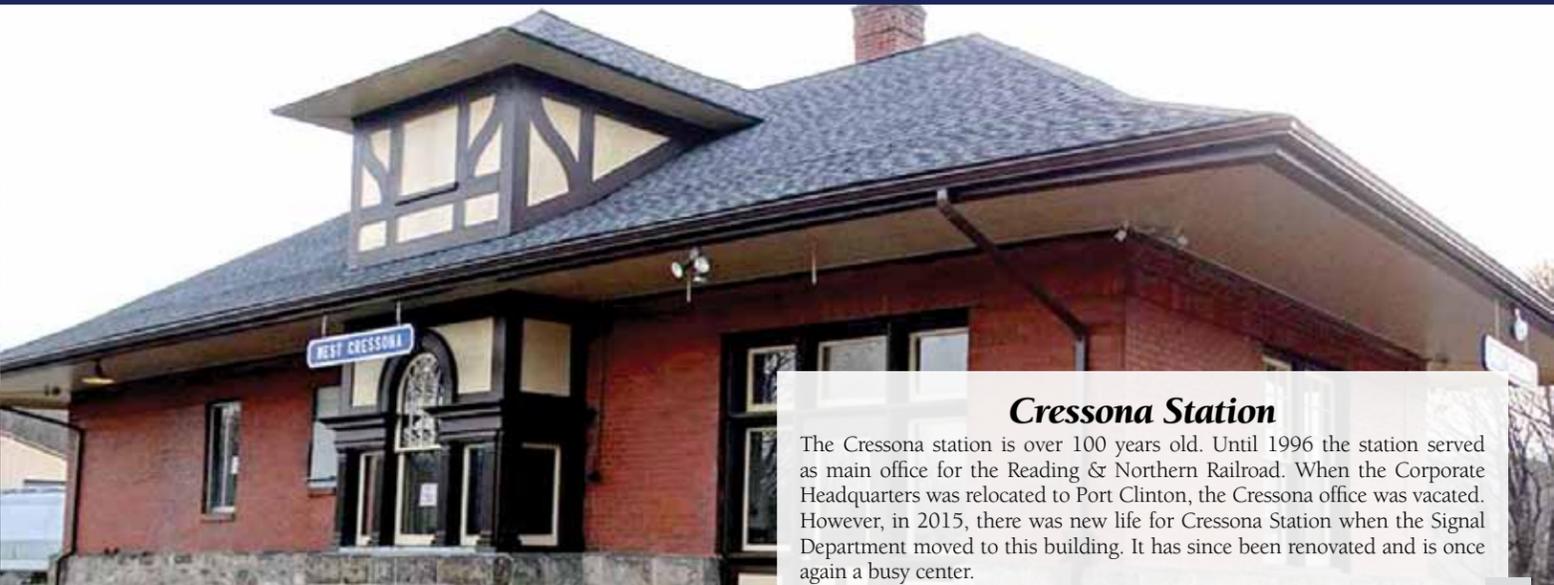
Schuylkill Haven Station
 Schuylkill Haven Station was recently acquired by the Reading & Northern from the Schuylkill Haven Borough in 2015. Previously a Reading Company station, the Schuylkill Haven Station now houses the Reading & Northern's Passenger Department. The building is currently undergoing renovations to put it back to its original design.



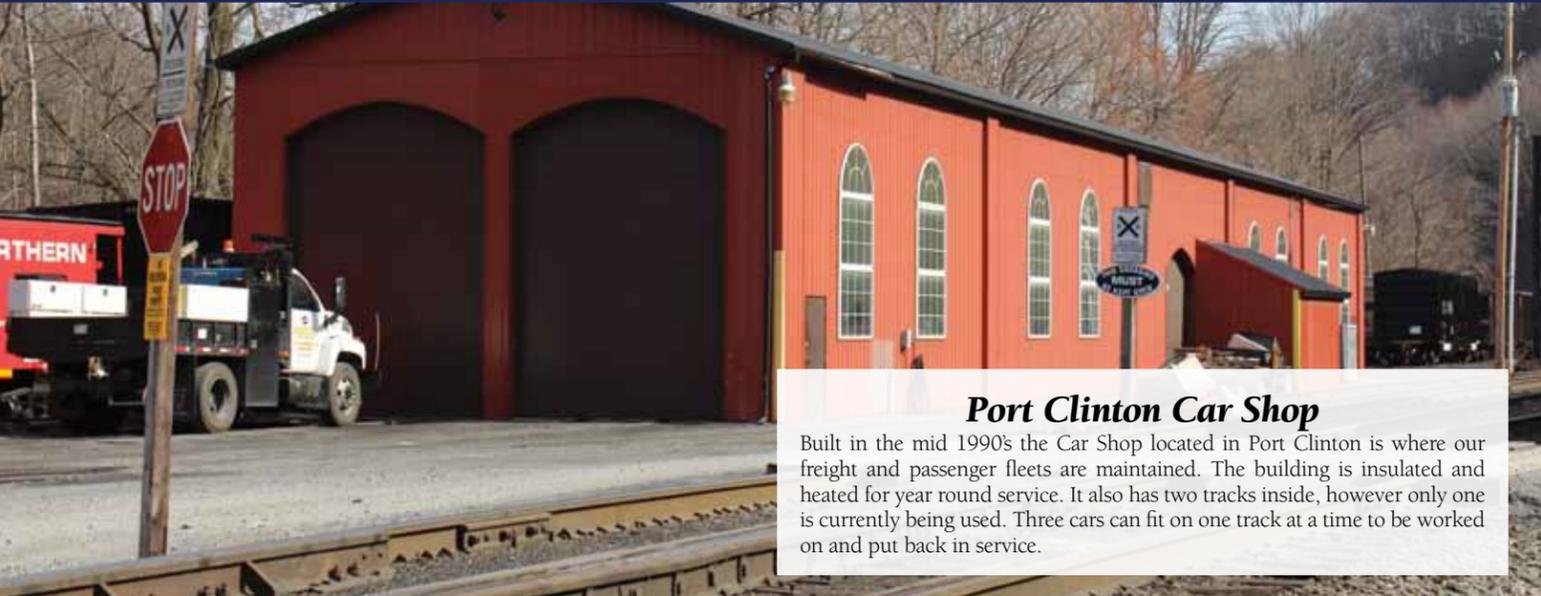
Jim Thorpe Station
 Jim Thorpe Station is a center of passenger traffic. Owned by Carbon County, the station is a former Central Railroad of New Jersey passenger station, and continues the tradition as a welcome center for the many tourists who visit Jim Thorpe throughout the year. The Lehigh Gorge Scenic Railway passenger operations' regularly scheduled excursions start at the adjacent ticket booth.



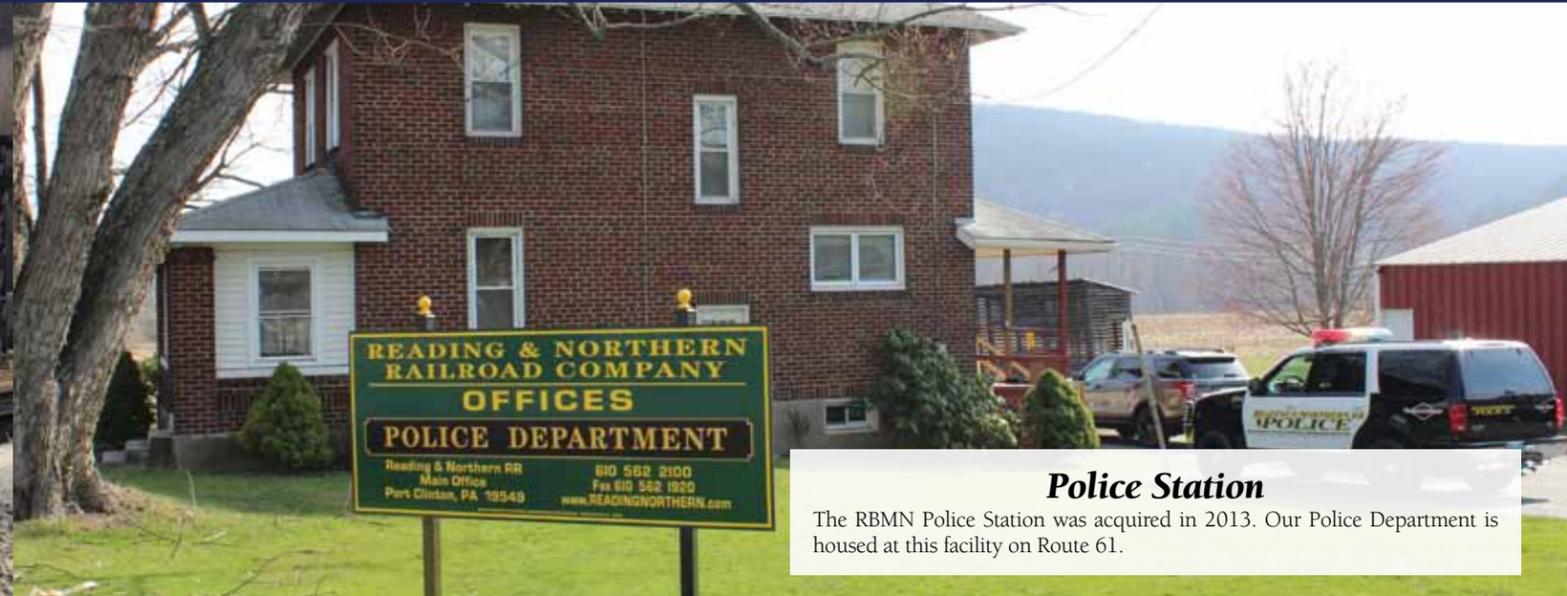
Temple Station
 Temple Station was originally located in Frackville, Pennsylvania, and was reassembled in Temple, Pennsylvania in the early days of what would eventually become the Reading & Northern Railroad. The original scene of bustling passenger excursions, Temple Station was the beginning of a successful passenger department to come.



Cressona Station
 The Cressona station is over 100 years old. Until 1996 the station served as main office for the Reading & Northern Railroad. When the Corporate Headquarters was relocated to Port Clinton, the Cressona office was vacated. However, in 2015, there was new life for Cressona Station when the Signal Department moved to this building. It has since been renovated and is once again a busy center.



Port Clinton Car Shop
 Built in the mid 1990s the Car Shop located in Port Clinton is where our freight and passenger fleets are maintained. The building is insulated and heated for year round service. It also has two tracks inside, however only one is currently being used. Three cars can fit on one track at a time to be worked on and put back in service.



Police Station
 The RBMN Police Station was acquired in 2013. Our Police Department is housed at this facility on Route 61.



Roundhouse
 The roundhouse at Port Clinton was built in 1998. In 2015, it was remodeled to house our steam engines and allow for crews to work on them inside the facility. Part of the nearby rock cut had to be removed in order to allow for the addition to be built.



Port Clinton Engine House
 Built in 1993 and inspired by a plastic model, the Engine House is home to the locomotive shop and vehicle shop at the Port Clinton headquarters. All engines are serviced at this location.



Humboldt
 New for 2016, a new crew reporting location has been built in our newly acquired Humboldt Industrial Park. The building contains all of the modern facilities required by the crews.



Old Forge Warehouse
 In spring 2015, the Reading & Northern Railroad got into the warehouse business with the Old Forge Warehouse. Customers enjoy the opportunity to house wood pulp at our new Old Forge Warehouse facility to await deliveries to various locations.



QA Office
 The QA office is located in downtown Tamaqua. It is currently serving as a crew reporting location.

RBMN ANNIVERSARIES ACKNOWLEDGED

30 YEARS



Hire Date – March 10, 1986
Beverly Hess
Director of Employee Relations

20 YEARS



Hire Date – March 18, 1996
Albert Seiler
Transload Attendant

5 YEARS



Hire Date – February 16, 2011
Brent Jacob
Conductor - Operations

3 YEARS



Hire Date – January 7, 2013
Chris Goetz
Project Manager – Real Estate



Hire Date – January 7, 2013
Zachary Simpson
Inspector/Track Worker
Real Estate/MOW



Hire Date – February 18, 2013
Jeffrey Sondag
Road Mach. Repairman - MOW



Hire Date – March 11th, 2013
Alicia Borger
Cust. Service Manager - RJC

Reading Jet Center Goes to Schedulers and Dispatchers 2016 Conference in Tampa, Florida

BY: ALICIA BORGER, CUSTOMER SERVICE MANAGER

Reading Jet Center has recently become a member of the National Business Aviation Association (NBAA). The NBAA is an association that offers multiple benefits, services, and products which gives members the tools they need to make the best use of their business and aircraft.

One of the main attractions of the NBAA are the conventions and conferences. These are typically held over the course of a few days and offers an array of classes, seminars, networking events, etc. Reading Jet Center attended their first Schedulers and Dispatchers Conference in Tampa Florida this year. This conference benefits Fixed Based Operators and flight departments greatly. SDC enables FBOs to network and engage with current and prospect customers.

Reading Jet Center not only attended, but also exhibited. They had their own booth and backdrop to proudly show off their FBO. In doing so, they had the chance to meet customers they have talked with over the phone and also collected and distributed business cards to potentially pick up new business.

Overall, the conference was a great success, and definitely a new way to show their faces to everyone in the aviation world. They plan to attend more conferences down the road since it is a great way to network and expand the business. ♦

Innovative Business for a Superior Experience

- Constant Growth Meets Customer Needs
- Services Developed from Industry Experience
- First-class Amenities
- Easy Access



Alicia Borger and Christina Muller-Levan in attendance at the Schedulers and Dispatchers Conference in Tampa, Florida.

Riding to Work

BY: ERIK YODER, AVP MAINTENANCE OF WAY



I first had the idea of riding my bike to work two years ago when our CEO Andy Muller, Jr. gave all employees an incentive to buy electric cars. I thought at that time that I was not ready for an electric car but I could definitely save money and reduce my carbon footprint by biking the short distance to work each day. I mapped out the distance by using the shortest possible ride into work, a short 6.78 miles to work and 6.78 miles back home. There were going to be some hills I would navigate, but nothing too hard it seemed.

Last year when I returned home from vacation I went to use my car to drive into work. It didn't start, and seeing I had some time, I decided that this was the time to start riding my bike. To say that the first weeks were tough is an understatement. I did grow to love the bike trip over time. It turned into a nice 30-minute trip to work with no phone calls, emails, or distractions as I listened to all the things around me, namely nature. I also grew to love the exercise, health benefits, and all the other things that go with a healthy lifestyle choice.

I was soon encouraged by my brother-in-law to do something and ride for a cause. He organizes a yearly cycling fundraiser for the Comprehensive Learning Center (CLC) where my nephew attends, who is diagnosed with Williams Syndrome. I began to start training to participate in the 50k ride. I started to extend my rides into work and home from work. I completed over 1800 miles in my first year riding my bike. This year I plan to do even more as I was able to start riding my bike the end of February into beginning of March.

What started out as an idea to save money and reduce my carbon footprint (thanks to Andy Muller) turned into a great option to live healthy and now has turned into a permanent lifestyle change. I will continue to ride to work as long as possible. I have begun to log my miles for 2016 in hopes of raising money for the CLC. My goal this year is to ride over 2100 miles. I have approximately 338 miles at the end of March and many more rides planned to and from work. You can follow my rides on Strava.com. Just look for Erik Yoder, Hamburg PA and hit the follow button.

To learn more about the Comprehensive Learning Center go to <http://www.ajfoundation.org/>. ♦



John Smoleczynski's Dimitri

My boy, Dimitri, sporting the latest RBMN headgear. He wears it well.

EMPLOYEE SPOTLIGHT

Congratulations Duane!



Summer of 2015: Duane Engle and his daughter, Rebecca Engle, working along the tracks.

BY: CRYSTAL ARNDT, HR ADMINISTRATOR

I am pleased to introduce this quarter's "Spotlight Employee" - Duane Engle.

Prior to working for RBMN, Duane worked at Pioneer Craftsmen Kitchens for six years. It was during that time that he began working part-time for the 425 concession stand. In the spring of 1989, Duane went to work for the BM & R as a Conductor, Trackman, Engineer, Signalman, and Shop Worker. He then worked off and on for RBMN until 1993, when he returned to help run the Maintenance of Way Department.

Duane was born in Reading, Pennsylvania and raised in Muhlenberg, Pennsylvania. He attended Muhlenberg High School and the Reading/Muhlenberg Vocational School for Cabinet Making & Carpentry.

Duane has been married for twenty-two years to his wife; Lynn, a former teacher in the Reading School District. He is also the proud

father of a daughter, Rebecca, a freshman at Cairn University in Langhorne, Pennsylvania and a part-time/seasonal RBMN employee as well. Also a part of the Engle family are five cats.

In his spare time, Duane enjoys model railroading. He is the President of the Reading Co. Technical & Historical Society and works many days at the Reading Railroad Heritage Museum. Duane also enjoys playing basketball with Rebecca, and gardening with Lynn.

Duane is the Deacon and Jr. Church Leader at Trinity Bible Fellowship Church in Blandon. In closing, Duane states, "my goal at the R&N is to keep the trains on the track and help the company grow."

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

Vegan

BY: ALICIA BORGER, RJC CUSTOMER SERVICE MANAGER

Vegan by definition is a person who does not eat any food that comes from animals and who often does not use animal products (such as leather).

I always knew what Vegan meant but never thought I could participate in the lifestyle. No meat? No cheese? No eggs? What?! I grew up on these foods, these foods are a part of my life and my family and friends lives. I would have to totally change the way I live. Would this mean I couldn't go to parties, eat out or participate in everyday events? That's what I thought. I had myself convinced veganism was never an option for me. So I continued to keep eating and purchasing animal foods.

I always considered myself a healthy person, I worked out all the time and ate a variety of foods such as fruits and vegetables and indulged in animal type foods such as meat, dairy, and eggs. I thought I was the epitome of health until I realized where these foods come from and how they are processed.

I started following some Vegan YouTubers to get an idea of what Vegan people eat and how they

live their lives. They all looked extremely happy, fit, and very passionate about their current lifestyle. At first I was turned off by them, I thought they were some hippy type cult and it was a type of religion or something. All of their accounts linked videos about animal abuse such as "Earthlings" in their description boxes and they warned their viewers about the content of these videos as they are very graphic and hard to watch. I knew I wasn't fully ready to watch, then about two weeks later I decided I was going to take my blinders off and watch a one-hour long video of how humans use and exploit innocent animals for their food, fur, leather, and medical/cosmetic experiments. I was absolutely mortified. I couldn't believe these practices were "legal" and approved by our government. On that day, I became a Vegetarian. I knew I was no longer going to have the pain and suffering of other beings on my plate.

I instantly became intrigued with this lifestyle, I wanted to learn more and more about Veganism. I then proceeded to watch two documentaries

on Netflix: Forks over Knives (talking about the health benefits of a plant based diet) and Cowspiracy (talking about the environmental damages of the animal agriculture industry on our planet). After I was fully educated I was convinced. I will become Vegan one day very soon; five months later to be exact. I no longer eat meat, dairy, eggs, buy leather, or cosmetics that aren't vegan and cruelty free.

I encourage everyone to do their own research on this issue and make the choice for yourself. I know it is the best decision I have ever made and is a lot easier than I thought it was going to be. I am now able to eat an abundance of food including fruit, vegetables, potatoes, rice, beans, lentils, and whole grains without any guilt or calorie restriction. In doing so my energy levels skyrocketed, my chronic constipation and stomach aches are gone. I have a whole new mindset and have become a much more focused, loving, and compassionate person for all beings and the planet. ♦

Resources:

YouTube Videos to Watch: Earthlings, The Best Speech You'll Ever Hear by Gary Yourofsky, Uprooting the Leading Causes of Death by Dr. Greger

Netflix Documentaries to Watch: Forks over Knives, Cowspiracy, Vegucated

Books to Read: The Starch Solution by Dr. John McDougall

The China Study by Colin Campbell

Mad Cowboy: Plain Truth from the Cattle Rancher Who Won't Eat Meat by Howard F. Lyman

Happy Birthday!

APRIL 3	DAREN GESCHWINDT	MAY 11	DEANNA JOHNSON
APRIL 5	ADAM STUMP	MAY 11	AARON SCHLOSSER
APRIL 6	CRYSTAL ARNDT	MAY 11	RENEE SHERIFF
APRIL 7	JARED COLLER	MAY 21	CHARLES TRUSDELL
APRIL 8	JOHN WALAITIS	MAY 22	GERRY FEISSNER
APRIL 10	KASEY HERMAN	MAY 24	LISA MATZ
APRIL 11	LEO DAVIS	MAY 26	MARIO DEMARCO
APRIL 12	AARON CASSEL	MAY 29	THERESA KATTNER
APRIL 14	GENE BUECHLE	MAY 29	JEFFREY SONDAY
APRIL 15	AARON SNYDER	MAY 31	KATIE BONNER
APRIL 16	JEFFREY BAVITZ	JUNE 2	WILLIAM SOLOMON
APRIL 18	EDWARD PHILBIN	JUNE 3	CURTIS CIBELLO
APRIL 19	AARON MULLER	JUNE 5	ERIC QUIMBY
APRIL 23	KERRY KEHLER	JUNE 7	TIMOTHY BARNES
APRIL 30	EDWARD KOPECK, III	JUNE 8	ALEX MAURY
MAY 6	JOANNE EVANS	JUNE 10	PETER COLLINS
MAY 8	VICTOR GAVINSKI, III	JUNE 18	DENISE KACSUR
MAY 8	ANTHONY VERBYLA	JUNE 27	CHRISTOPHER PETERS
MAY 9	EUGENE BOYLE	JUNE 28	IAN MCKEOWN
MAY 9	GORDON CLARK	JUNE 30	JASON WITNER

2016 RBMN EMPLOYEE COMPANY PICNIC

Before you know it, it will be time to dig out your shorts and tank tops to be ready for summer. That also means it will soon be time for our annual company picnic.

It will be happening on Saturday, July 16, 2016 at Knoebels Amusement Resort in Elysburg, Pennsylvania. Our day at Knoebels includes plenty of ride tickets for everyone, a delicious catered meal, and fun for the whole family.

Look for an invitation from Beverly Hess, Director of Employee Relations, with more details sometime in May.

So save this date, Saturday, July 16, 2016 and plan on coming out to experience a day of fun, food, and a fantastic time at Knoebels Amusement Resort, where there's something for everyone to enjoy!

Helping Bats

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF REDCREEK



Baby Big Brown Bat nursing from a makeup sponge.



Greg Nason and Kat Hummel giving fluids to a Silver-Haired Bat.



Mother Red Bat released with her two pups.



Silver-Haired Bat with its thick luxurious fur.

Bats are the only mammal capable of true and sustained flight. They are found throughout the world with the exceptions of extremely cold climates.

Pennsylvania hosts nine resident species, and two species that occasionally visit our state. All Pennsylvania bats are evening bats that eat insects, using echolocation to find food. Some bats are able to consume thousands of insects each night.

Bat populations have been under great stress for decades due to pesticide use, habitat destruction and simply people's fear of bats. The emergence of white-nose syndrome in 2006 decimated many species of cave dwelling bats especially the little brown bat, once the most populated species in the northeast. Every individual bat is important to the species survival. When finding a bat in distress, special care must be taken to try to help save that bat's life while protecting yourself from possible disease.

In Pennsylvania, bats are classified as a rabies vector species (RVS), which also includes raccoons, skunks, foxes, woodchucks and coyotes. If there is any possibility of human exposure to a rabies virus, the bat must be euthanized for rabies testing to protect that person. A bat handled by bare hands or found in a room with a sleeping person, a young child, or an unvaccinated pet is doomed for testing, removing one more bat for the environment. Making safe and well thought out decisions when a bat is found, can save its life.

If you find an injured bat, do not handle it with bare hands. It is best not to touch it at all. Wear gloves, and if possible place a small box overtop of the bat and slide a slim card under the box, trapping it inside. It can then be carefully transferred to a container that can be closed. Although you need to supply air holes so the bat can breathe, those holes need to be very small. Some bats can squeeze through an opening the size of a dime. Call our center any hour to arrange for the bat to be brought in for rehabilitation.

Bats in your home:

Bats that accidentally get trapped in a house are often young bats that are confused. Their only goal is to escape. If a bat is flying around your home and the weather is warm, close all doors to adjacent rooms and open up windows and doors to the outdoors. Lower the lights in the room and allow the bat to fly out on its own. If it will not leave, wait for it to land and use the box-over method described above to contain it.

Once contained, a bat should be released in the evening. Many bats cannot gain flight directly from the ground, so place the bat on or at the base of a tree that has gnarly bark that is easy to grip and climb. The bat will often climb to safety or take flight from the side of the tree. Bats found

roosting in your home can be released in the same manner.

If it's too cold outside (under 60 degrees), call our center. We can care for the bat until it can be released in warmer weather.

If bats are regularly getting into your home, you may need to exclude them. Timing is very important. Exclusions should never be done while there is danger of young present, and should only be done from September through winter. Seal all entrances except for a few areas, where one-way doors are placed, allowing the bats to leave but not return. Once all the bats have left, the one-way door is removed and the last area is sealed. Bat Conservation International (www.batcon.org) has an excellent step-by-step guide that describes with diagrams how to exclude bats from buildings yourself.

You can also hire a professional to perform bat exclusions, but be very careful to choose someone who adheres to exclusion methods that are designed to allow the bats to leave safe and unharmed.

Bat Boxes:

Bat boxes, or artificial roosts, are a wonderful way of helping maternity bat colonies during the summer. They can encourage bats to live in areas with few natural roosts, especially if an exclusion was done nearby.

Box designs vary from wooden boxes you can make yourself to manufactured ready-to-hang multi-units. Although many designs work, all bat boxes should be multi-chambered with rough interior surfaces allowing the bats to grasp firmly. It should be hung with an eastern exposure, receiving full sun in the mornings. Many boxes fail because they are in either a spot that is too sunny or too shaded.

Bat Fallacies:

There are many myths regarding bats. These myths often add to the fear that people feel about their presence.

Bats are not flying mice and aren't related to rodents at all.

Bats will not get in your hair and will not attack a person.

Bats are not blind. All species of bats can see. Pennsylvania bats use echolocation to find food, but still can see with their eyes.

Bats are not dirty animals. They groom themselves daily just as a cat does to keep its fur soft and clean.

If you find an injured bat or any wild animal in distress, call Red Creek Wildlife Center at any hour. 570-739-4393. ♦

WELCOME ABOARD NEW EMPLOYEES



Philip Schlegel was recently hired as a part-time Police Officer within our Police Department. He attended North Schuylkill High School, McCann's School of Business & Technology for Criminal Justice, and Mansfield University for Police Academy. Prior to working for RBMN, Philip was a Patrolman for Ashland Borough, and Nescopeck Borough. He was also an Officer in Charge for Conyngham Township Police Department.



John Cherba was recently hired as a Track Worker within our MOW Department. He attended Weatherly Area High School, Carbon County Vocational School, and Welding Training Technical Institute. Prior to working for RBMN, John was a Welder, Maintenance Man, and Heavy Equipment Operator for H&K Group at the Locust Ridge Quarry.



Alexis Downs was recently hired as a Customer Service Manager within our Traffic Department. She attended Schuylkill Haven High School and Pennsylvania School of Technology. Prior to working for RBMN, Alexis was a Licensed Customer Service Representative for State Farm Insurance.



Benjamin Meiser was recently hired as a Mechanic within our Mechanical Department. He attended Southern Columbia High School, Wilkes University and Triangle Technical School. Prior to working at RBMN, Benjamin was a Mechanic Supervisor for Drugs Plastics & Glass Company.



Ronald Deluca was recently hired as a Conductor within our Operations Department. He attended Bishop Hafey High School and also had CDL Training. Prior to working for RBMN, Ronald was an Operation Manager for Laurel Mall.



Christopher Maddock was recently hired as a Conductor within our Operations Department. He attended Hazelton Area High School. Prior to working for RBMN, Christopher was an HVAC Installation Technician for Plum Air.



Joseph Matuella was recently hired as a Conductor within our Operations Department. He attended Pine Grove Area High School, Elizabethtown College, and McCann School of Business & Technology. Prior to working for RBMN, Joseph was a Packaging Supervisor for Solar Innovations.



Rian Nemeroff was recently hired as Vice President of Forest Products. He attended George Washington High School, Penn State University, Weidner University, and College of Advanced Traffic and was certified through the American Society of Transportation & Logistics. Prior to working for RBMN, Rian was Vice President of Housatonic Transportation Company.



John Byassee was recently hired as Carman within our Car Shop. He attended Hamburg Area High School and Berks Career and Technology Center. Prior to working for RBMN, John was a Refrigeration Technician/Welder for Ty Construction Inc.

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



The newly constructed ticket booth at Reading & Northern Corporate Headquarters in Port Clinton.