

R & N Magazine

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

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COVER PHOTO

Duane Engle, Senior Division Leader – Reading Division, Maintenance of Way, stands at the newly installed switch in the Humboldt Industrial Park, Hazleton Pennsylvania. This switch is Duane's 100th switch installation with the Reading & Northern Railroad.

EDITORS

JOLENE BUSHER • SABINE FIDLER • TAYLOR HAUPT

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KEEPING ON TRACK



Crowd gathered at Penobscot for a Customer Appreciation Trip on September 24, 2019.

BY: WAYNE A. MICHEL, PRESIDENT

There's nothing like a train ride with your customers to let you know you're doing the right things.

Reading & Northern had a record turnout of customers on our recent customer appreciation train trip. See Dan's article on page 6. Not only did we have close to 70 customers find time in their busy schedules to join us we also had a dozen plus customer representatives send their regrets while praising our service.

I never get tired of pointing out our commitment to our customers. As Andy said years ago to all of our employees, "without our customers we are nothing!". That sentiment is as true today as when Andy started the railroad.

We know our customers have options and we fight hard to make sure rail service from Reading & Northern is the option that wins.

Sometimes that means doing things differently from everyone else.

In an industry where railroads are cutting back on free time for their customers we retain some of the lowest demurrage rates in the Industry.

In an industry that is forcing customers to fit their schedule into the railroads' version of precision scheduled railroading, we fit our schedule around

the customers. For years we have offered every customer two hour service windows that the CUSTOMER helps to choose. And we have met that window 98%+ of the time since inception. That means we meet it almost every day even if there is a derailment, bad weather or a delay caused by another customer.

That level of consistent service requires a huge commitment by our Operations group. Tyler Glass and his team have been nothing short of amazing in how they have met the needs of our customers.

Not only do we handle their scheduled needs, more often than not we are able to address their off-schedule requests, and to do so at no additional charge. Our Customer Service team under Susan Ludwig, see article about our Customer Service team on page 22, work closely with Tyler and his team to address requests for double shifts, weekend service, or other schedule changes. Our goal is to say YES to every request and our customers appreciate our commitment to them and their customers.

This focus on our customers shows up in ways big and small. On the big side is the fact that our customers keep growing their rail business and keep investing in their RBMN-served facilities.

On the small side are all the thank you emails and phone calls we get thanking us for our service. We really appreciate those calls and emails!

2019 will be another record-breaker for RBMN. Our traffic is up over ten percent while the industry is showing shortfalls. And that is after a couple of customers closed shop costing us hundreds of carloads. Obviously we must be doing something right.

I think the secret sauce is Andy's vision. Total focus on the customer. Investment in infrastructure and facilities and equipment needed to serve the customers. Investment in staffing to handle the customer's needs including a group of 5 customer service representatives plus VP Susan Ludwig to handle customer service, and a group of 4 VPs and above to deal with new business development and customer issues. That group of Dan Gilchrist, Bill Clark, Rian Nemeroff and Daren Geschwindt have over a century of railroad experience and a great understanding of our customers and their needs.

Thanks to all of the great people at the Reading & Northern and Andy's vision and leadership RBMN is keeping on track. And our customers are running right down the track with us. ♦

LGSR to Cease Train Operations November 25, 2019

Port Clinton, PA – October 16, 2019

Lehigh Gorge Scenic Railway (LGSR) announced today that it was closing up shop in Jim Thorpe in late November of this year.

LGSR began offering passenger excursion rides out of Jim Thorpe 15 years ago. It immediately came in and cleaned out old equipment and brought a first-class operation to Jim Thorpe. Investing hundreds of thousands of dollars in facilities and equipment including its open air cars and its bike train, LGSR put Jim Thorpe on the map as a major tourist destination for rail fans.

LGSR along with its sister railroad, Reading Blue Mountain and Northern (RBMN), brought over a million people to Jim Thorpe over the last decade.

Recently the Jim Thorpe Borough Council sought to force LGSR to pay an amusement tax. Through its third party administrator the Borough Council brought a lawsuit seeking to recover close to

\$100,000 in alleged back taxes for the years 2016-2018.

LGSR has made it clear to the Borough Council that it is not an amusement and it will not pay any so-called amusement tax.

Nonetheless, the Borough Council and the Mayor have made various public statements demeaning LGSR, RBMN and their owner, Andy Muller, Jr. Those statements are false and misleading.

Instead of responding to every inaccurate statement Mr. Muller has decided to take the passenger operations to towns that welcome the railroad with open arms.

In explaining the decision Mr. Muller made the following statement,

"RBMN is in the freight business. That is where we make our money. I have offered passenger excursion rides to local communities as a way of thanking them

for their support over the years and to educate young and old in the glorious role railroads in this region played in our country's industrial revolution. Since it is clear that the Mayor and Borough Council do not care about what we have done to assist Jim Thorpe over the last fifteen years, a period in which Jim Thorpe Borough government has done NOTHING to assist the railroads, I have decided to focus our energies on communities that want to work with the railroads. While I feel terrible for our loyal employees, our repeat customers, and Jim Thorpe merchants who have supported our excursion trains, there is no reason for us to stay where we are not welcome."

Refunds will be issued for all people who have already purchased tickets for the Santa trains. Closure of LGSR does not affect RBMN passenger operations from other locations to Jim Thorpe. RBMN plans to announce soon a new schedule of rides from other communities. ♦

Reading & Northern Announces New Santa Train Schedule

Port Clinton, PA – October 16, 2019

October 18, 2019, Port Clinton, PA - Reading & Northern is pleased to announce a schedule for a series of new Santa Train experiences in communities across our railroad.

After terminating our relationship with the Borough of Jim Thorpe due to the lack of support from Borough management, we have been overwhelmed by the support from people throughout the region, including residents and merchants in Jim Thorpe. We want to thank all of them for their support and good wishes.

Although many communities asked us to consider running trains from their towns, we decided to focus our 2019 Christmas trains on those communities that had existing facilities. As we move forward with our 2020 plans we will be reaching out to many communities to see how we can bring the joy of railroading to as many people as possible.

According to our owner/CEO Andy Muller, Jr, "The goal of our passenger program was always about bringing joy and happiness to the communities, the riders, our employees and our company. People don't realize how expensive it is to maintain and replace engines and passenger coaches. When we look at all of the costs of running our passenger operation we understand that we are not in the business to make money; we do it because it's a labor of love. If we can't have fun doing it, we have decided not to do it. We are grateful for the outpouring of support we have received this week and it has made us realize that there are communities and people who love the railroad as much as we do. Our Santa Train schedule for 2019 is an effort to bring joy to as many families as possible this year while making sure our loyal employees also have a great holiday season."

Our schedule is as follows:

November 30, December 1, 7, 8, 14, 15, 21, 22, 23,

and 24 - Reading Outer Station.

November 30 and December 1 - Minersville Station.

December 7 and 8 – Schuylkill Haven Station.

December 14 and 15 – Tunkhannock.

December 21 and 22 - Pottsville Union Station.

Trains depart all locations at 10:30am, 1:00pm, and 3:30pm for a 70 to 80 minute round-trip.

All Santa Claus Special Train rides are \$15 per adult, \$9 per child ages 3 to 12, children 2 and under receive a free ticket. Everyone will enjoy listening to holiday music inside festively decorated heated coaches. Each guest will receive a free piece of candy and a special visit from Santa Claus.

Please call the Reading and Northern Passenger Office at 610-562-2102 with any questions or to purchase tickets in advance. Tickets will also be sold on a first-come, first-served basis day of trips. ♦

Facility Focus – Weigh-In-Motion Scale



Look mom, no hands. Modern day scale test cars are quite versatile. The test cars have their own set of controls so they can be moved on the rail by an operator that walks along the car to position it for testing. This picture show the scale test car's four hydraulic jacks that are extended in order to lift the entire car in the air so all of the weight is on the scale section for calibration. NS scale technician and Jon Barket are in the background.

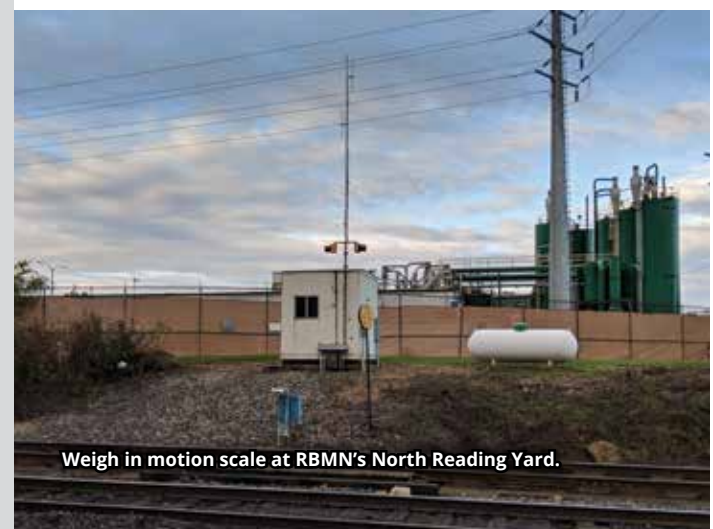
BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

RBMN has a weigh-in-motion scale at our North Reading Yard. Conrail (CR) paid to put this scale into service in 1992. The reason CR paid to install this was to eliminate the need for RBMN to use the old scale in Reading Yard; one that had to be manned by CR personnel when in use.

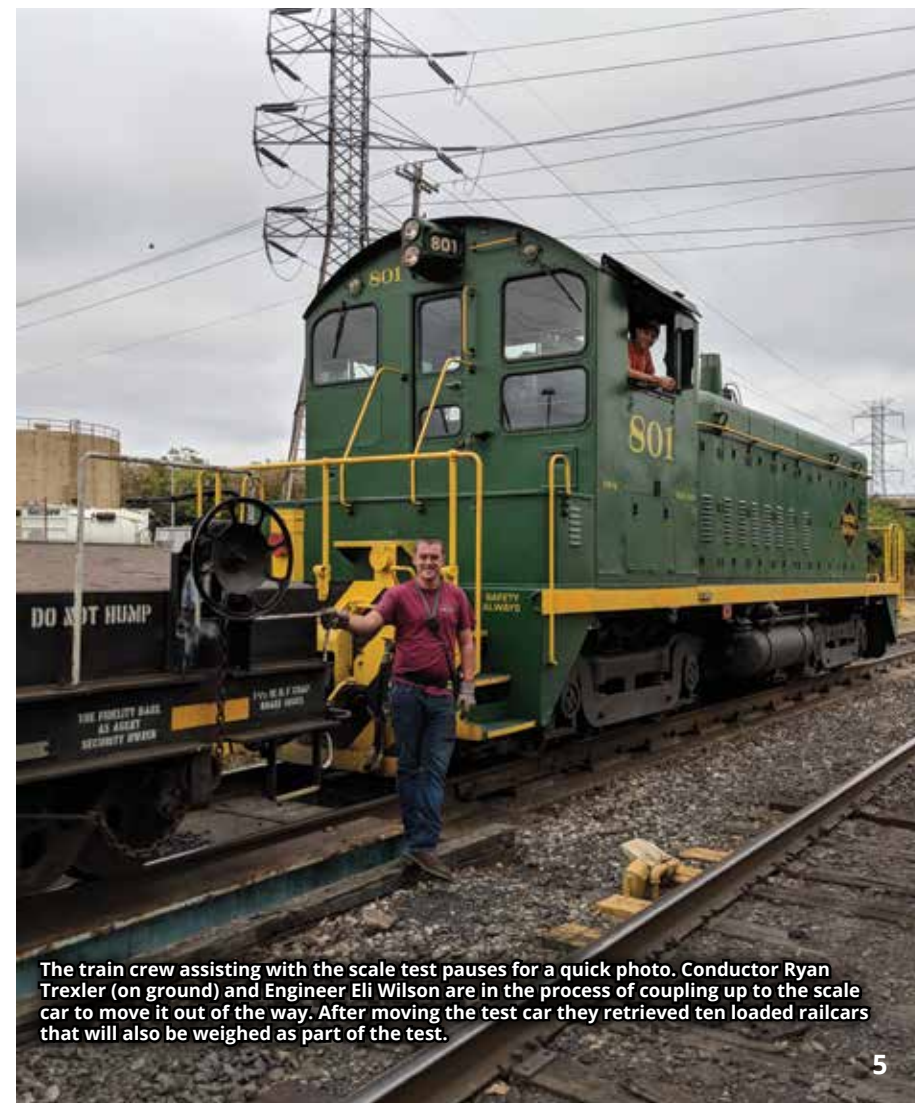
While the scale is predominantly used to weigh our outbound coal cars, it is occasionally used to weigh inbound cars of other commodities. Various receivers rely on this scale to ensure they are receiving the amount of product billed, another service RBMN offers to customers.

The trains operating over the scale are limited to 5 MPH. The scale does "talk" over the radio to let the crews know if the scale is functioning properly prior to weighing. Periodically, the scale will announce the speed the train is moving at and if that speed is ok. If the train begins to move too quickly the scale will tell the crew to reduce their speed.

The scale is certified by Norfolk Southern every calendar year. We recently completed our annual inspection with no issues. ♦



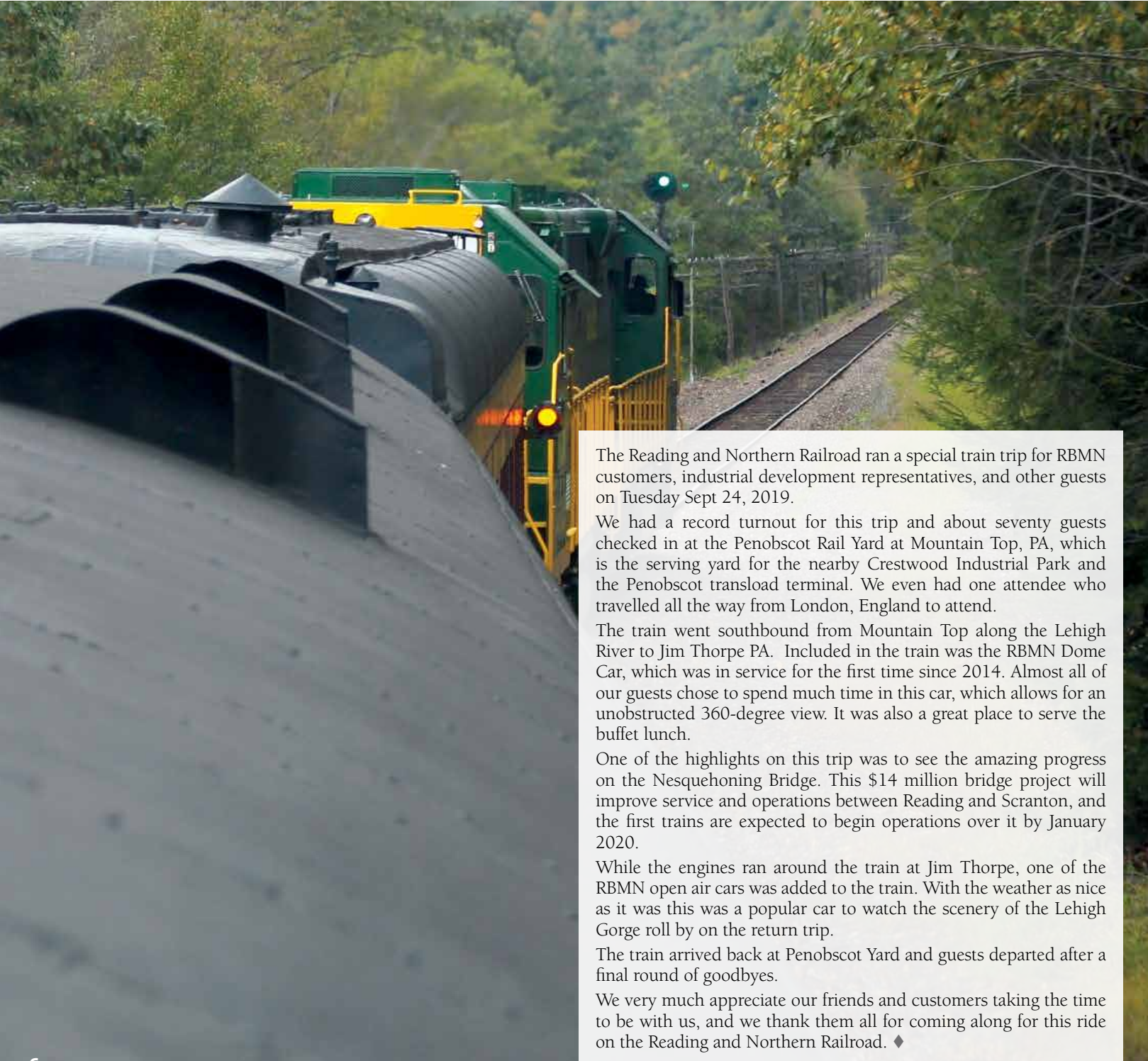
Weigh in motion scale at RBMN's North Reading Yard.



The train crew assisting with the scale test pauses for a quick photo. Conductor Ryan Trexler (on ground) and Engineer Eli Wilson are in the process of coupling up to the scale car to move it out of the way. After moving the test car they retrieved ten loaded railcars that will also be weighed as part of the test.

Reading and Northern Railroad Customer Appreciation Train Trip

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



The Reading and Northern Railroad ran a special train trip for RBMN customers, industrial development representatives, and other guests on Tuesday Sept 24, 2019.

We had a record turnout for this trip and about seventy guests checked in at the Penobscot Rail Yard at Mountain Top, PA, which is the serving yard for the nearby Crestwood Industrial Park and the Penobscot transload terminal. We even had one attendee who travelled all the way from London, England to attend.

The train went southbound from Mountain Top along the Lehigh River to Jim Thorpe PA. Included in the train was the RBMN Dome Car, which was in service for the first time since 2014. Almost all of our guests chose to spend much time in this car, which allows for an unobstructed 360-degree view. It was also a great place to serve the buffet lunch.

One of the highlights on this trip was to see the amazing progress on the Nesquehoning Bridge. This \$14 million bridge project will improve service and operations between Reading and Scranton, and the first trains are expected to begin operations over it by January 2020.

While the engines ran around the train at Jim Thorpe, one of the RBMN open air cars was added to the train. With the weather as nice as it was this was a popular car to watch the scenery of the Lehigh Gorge roll by on the return trip.

The train arrived back at Penobscot Yard and guests departed after a final round of goodbyes.

We very much appreciate our friends and customers taking the time to be with us, and we thank them all for coming along for this ride on the Reading and Northern Railroad. ♦



The Customer Appreciation Special prepares to depart Penobscot with 2 of our new GP38-2 locomotives in the lead.



Deann Osenbach and Joe Berezwick, from Reynolds, Dan Gilchrist in the dome car.



Jack Muller of Austin Powder, Calvin Shellhamer of Maurer and Scott, Susan Ludwig of RBMN and Chris Balshi of Maurer and Scott, pose for a picture before boarding the train.



Mark Fredinand, Brian Mertz, and Rebekah Romancheck of Versum, pose with Susan Ludwig of RBMN in the dome car.



Dan Gilchrist (RBMN), Mike Garland of Tredegar, and Susan Ludwig (RBMN) get ready to board the train.



Lunch being served in the dome car.



Jerry Nassar and Sam Confer of Mol Dok having a good time in the dome car.



Daren Geschwindt of RBMN, Brian Smalley of LMC, Lauren Stout of LMC, and Rian Nemeroff of RBMN in the dome car.



Jeffrey Helinski of Mid-Continent and Bill Clark of RBMN take in the sights from the open air car.



Dave Eye and John Sincavage of Poly Plastic Products pose with Susan Ludwig in the dome car.



Mike Sharadin of RBMN and Jason Hodges of Arrow Commodities



Mark Pishock and Melissa Jones of Reading Anthracite, with Bill Clark of RBMN.



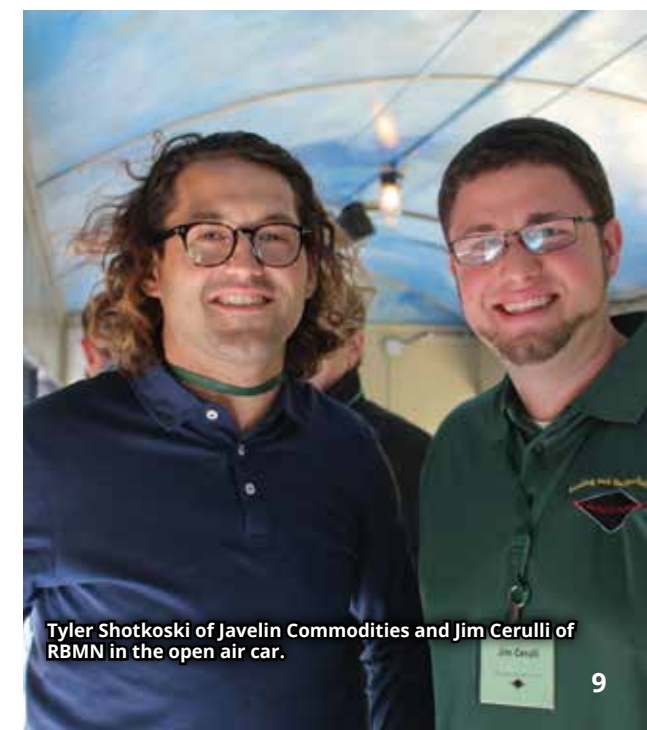
Casey Stump of Ag Trucking and Jim Cerulli, take in the view from the dome car.



Mike Sharadin talks with Steve Cotler and Ken Hubner while taking in the view from the dome car.



Mike Sharadin of RBMN, poses in the open air car, with Rusty Taylor and Derek Altenbaugh of Lehigh Natural Resources, and Vince Furtkevick of Associated Commodities.



Tyler Shotkoski of Javelin Commodities and Jim Cerulli of RBMN in the open air car.

New Railcars Purchased by RBMN



One of the first rail cars in the field with its new placard.

BY: MICHAEL SHARADIN, AVP EQUIPMENT & FACILITIES

Over the summer months, RBMN purchased 180 railcars to support our anthracite coal business. This was a process that took well over a year, but it was well worth the wait as these cars will substantially upgrade our car fleet.

Back in early 2018, the process began by reaching out to Progress Rail to get some information about their company and the cars they had available for purchase. While no deal was made at the time, we at least had a contact to a major player in the railcar industry. Over the course of the next year, we checked in with Progress at least a half dozen times. Mainly just checking to see what type of cars were available in the market.

Then there was a breakthrough in early June, as Progress had a group of 100 aluminum open-top hoppers (H350s) that were coming off lease in Western, PA. After gathering

some information and pictures, the decision was made to inspect the cars. Following the inspection, it was determined the cars were in great condition and the price was right, so Mr. Muller pulled the trigger on our first deal with Progress Rail. These 1993-built cars were delivered to our interchange in late August and are currently in the process of being restenciled. These cars are needed for unit train shipments going to Leetsdale, PA, so they'll receive their new paint scheme at a later date.

While the ink was drying on the deal for the open-top hoppers, Progress advised they had a block of eighty rapid-discharge cars available for purchase in Georgia. These cars were built in 1999 and in even better condition than the open-tops. Surprisingly they were around the same price point too. Mr. Muller was so impressed, he decided to buy the cars sight

unseen. Amazingly, these cars arrived in late July! Mr. Muller designed a new paint scheme for them, and while we were waiting for the H350s to arrive, our mechanical department started scraping and painting the cars. Over the course of two to three weeks, they were able to finish ten cars...and they look amazing. We intend to resume working on these cars once all the H350s are in service. However, the workload will increase a bit, as Mr. Muller agreed to purchase forty five more cars in late September. Once these cars are in service, they'll be used in unit train shipments going to Fairless Hills, PA and Leetsdale, PA.

It took some time to find the right cars, but it was well worth the wait. These cars are in great condition and will be around for a long time. Mr. Muller takes a lot of pride in his fleet, and it shows with these newly acquired cars. ♦



Railcar complete in the car shop with new lettering.



Stan Burczy and Tom Stemko installing new R&N placards.



The first new rapid-discharge cars placed for loading at Atlantic Carbon.



Rapid-Discharge car with new paint scheme.



Mike Bailey speed lettering railcars.

SAFETY

FALL 2019

BY: TOM COOK, VP SAFETY & TRANSPORTATION

The demographics on the Reading and Northern Railroad are changing fast as we grow and hire more people. Approximately forty six percent of our workforce has less than five years of service, which is an amazing transformation for our company. Our future depends on these new employees developing safe and efficient work habits. The Operations Department employees recognized below all have three years or less experience and have been promoted or selected to train for promotion. They have not had a reportable injury or human factor derailment since they came out of the conductor training program. Safety performance and attention to detail are key considerations when we consider employees for promotion. I recently talked to these three about their safety mindset. Their insight is especially valuable to our newer employees and a good reminder for all of us.

Caleb Fetterolf has worked for the Reading and Northern for three years. He started as a conductor and has already gained promotion to Engineer and Dispatcher. He now works as the first shift dispatcher, which is one of our fastest paced and most stressful positions. He is responsible for the safe and efficient movement of our trains and MOW workers during the hours when traffic is heaviest.

Caleb says his key to saying safe is to “always consider the risks in what you are doing. Think about the risks and always ask the question, what if? That will stack the odds in your favor.” The lesson for all of us in that statement is that rules can’t be written to cover every situation. Sometimes there are hazards that can’t be eliminated or mitigated. In those situations, we must think hard about the alternatives in front of us and consider the worst-case scenario in your decision-making process. That will guide you in choosing the safest alternative. I asked Caleb for advice to new hires. He said, “never let your guard down. Don’t miss a chance to remind someone of a hazard or potential problem. It only takes a moment to remind someone of an upcoming hazard or restriction. Don’t be afraid to speak up even if your co-worker is very experienced.” I can’t stress enough how important this mindset is. We have many inexperienced employees working with highly skilled and well-respected senior employees who trained them. We have had incidents where the senior employee made a mistake or overlooked something. The junior employee didn’t speak up out of respect. The result is not good. Don’t let that happen to you.

Sam Wills has worked for Reading and Northern for almost two years as this is

being written. Sam is a conductor, and he was promoted to part time dispatcher earlier this year.

Sam told me that his key to safety is “I think through every move before I start it. That allows me to anticipate problems and make sure nothing is overlooked.” That is good advice. All departments have jobs that are complex. We work in an environment where conditions change quickly and there is often a lot of pressure. Accidents happen when we rush into a job without thinking and when we fail to see the big picture. Working at a steady deliberate pace with a solid plan and good job briefing will keep you from overlooking something or rushing into a bad move. Think about the accidents or near misses you have experienced when people or teams rush into a job flustered and fixated on something to the exclusion of everything else.

Chip Allen has been with the railroad for almost a year and a half. He is a conductor who will soon start training to be a dispatcher.

I asked Chip what he has done to keep him himself safe and avoid accidents. He responded “during training, I paid close attention to physical characteristics, or landmarks like switches, derails, clearance points, how many cars will safely fit in a track and where the hazards are. I also double check my switches and look back one more time before authorizing movement.” This is an important lesson for any new employee going through training. Don’t be passive in your training. Think about what you will need to know when the day comes that you are on your own. Pay attention to details like territory physical characteristics, job procedures, or rules knowledge that you must know to be effective. In many cases you must be proactive and not passive in seeking this knowledge. Once you are promoted, don’t get complacent. Always double check your work, because our work in all crafts is very detailed and there is no room for error. One oversight on our most repetitive tasks can lead to very serious accidents.

Thanks to Caleb, Sam, and Chip for sharing their insights on the attitudes and habits that have kept them safe as they start their careers. Their common sense approach will work for most of our many new employees: consider the hazards we encounter every day, make sound judgments to mitigate or eliminate them, think through moves before starting them, be proactive in your training, and pay attention to the details with a focus on the things you will need to know to do the job safely and efficiently when you are on your own. ♦

One Hundred Switches in the Making

BY: JESS MELOCHICK, DIRECTOR OF MOW

At the end of 2019, the Reading Blue Mountain and Northern RR and Senior Division Supervisor Duane Engle, will record a historical moment—installation of our 100th built switch. Switch 100 was recently completed at the Humboldt Industrial Park to serve our newest customer, Corrugated Supplies Company (CSC).

The significance of newly built switches (either for new tracks or to rebuild what was once in place many years ago) signifies business growth and therefore, is something to be celebrated. Most of our new switches over the years have been to reach new customers, such as CSC. New customers are the lifeblood of the railroad.

That is why we want to celebrate Duane and his efforts with the rest of the MOW Team, to grow the railroad. Imagine what it takes to build a switch from layout and design, to material gathering and placement and finally constructing what can only be

described by some, as a work of art.

Duane started his career at the railroad in 1988 as a part-timer. He would join the railroad in the evenings to build track and switches in the Temple Yard for the Blue Mountain and Reading RR (BM&R), which ran from Temple to Hamburg. Later Duane became a full-time employee and learned how to build switches.

Duane recalls that his first switch was built in the location of the N Scale Switch and the SE #2 in Reading (circa 1990-1991). Duane remembers that the first switches were built using antique tools, little-to-no power tools and that his gang of no-more-than five utilized a locomotive’s air to power any pneumatic tools that MOW had on hand. Each time they would have to move so would the locomotive. Most of the materials were for 100-130 pound rail.

Today, we have many available hands, hydraulic

tools, track machinery and we are using 136 pound rail, some of which is brand-new, to build switches. During his career, Duane has built small switches, #6 all the way up to a #20 Main Line switch size. In Duane’s eyes, his most challenging and biggest achievements included the Interlocking at DuPont (Lehigh Division) and the new Coach and Engine Switch at Reading Outer Station. The DuPont Switch, essentially two equilateral switches built together, was built while under traffic. The Coach and Engine Switch is an overlay of two switches and proved to be his most uniquely built switch to-date. The construction of 100 switches in an amazing feat for not only our railroad, but for Duane who has been personally involved in every one of these switches. It takes time, perseverance and imagination to build switches. We thank Duane for his hard work and for sharing his knowledge and experience with the next generation. ♦

Festivals & Train Rides



BY: MATT FISHER, PASSENGER GENERAL MANAGER

We always highlight the October season in the passenger department. Trains run in Jim Thorpe daily in October along with Hometown High Bridge trains from Jim Thorpe to the trestle and return on weekends.

However, I wanted to focus on the festivals and how they are very important to the ridership and success of the passenger business. Jim Thorpe holds its fall festival through “Amazing Jim Thorpe” on the first three weekends of October. The railroad thanks all the help of the merchants and businesses in Jim Thorpe for their support to continue making the festival successful. Each day, the Reading and Northern Railroad combined with the Lehigh Gorge Scenic Railway, can bring in over 2,000 people for the festival. The railroad helped create the attraction of Jim Thorpe and the festival’s success.

Besides Jim Thorpe, we want to highlight a festival that gets overshadowed by our extensive October operations—Schuylkill Haven Borough Day. Schuylkill Haven, “The Little Town That Could”, came up with the idea over 31 years ago to create

a festival which unites the town and raises money to celebrate the community. Over the years, the Philadelphia and Reading train station on Main Street became of focal point of this ever-growing festival.

Organizers of Borough Day wanted the newly formed Reading and Northern Railroad to partake in the event. Starting in 1991, the Reading and Northern has been the centerpiece of this festival providing train rides to hundreds each year along with donating money to the Schuylkill Haven Borough Day Committee each year. Dr. Robert Kempes of Schuylkill Haven has been the long time liaison of this event. Bob along with countless other volunteers and businesses support Borough Day ever since.

On September 28, 2019, the event went off as planned with dozens of vendors and food carts set up with many churches, businesses, and charities lining Main Street, St. John Street, and the Parkway. The railroad sold tickets in advance of the trips along with same-day sales at the ticket window in the train

station. The 70 minute round-trip train went south along the Schuylkill River passing Port Clinton. The trains were steam-powered trips at 11am, 1pm, and 3pm with 425 powering the consist. Project 113 steam locomotive CNJ 113 also was on display at Borough Day. Look for Santa Claus Specials in Minersville with locomotive 113 and Reading Outer Station with locomotive 425 this Christmas season. Over 1,200 people rode the train this Borough Day, a number that even surpassed Jim Thorpe Lehigh Gorge ridership on the same day. Special thanks to Dr. Kempes, Schuylkill Haven borough council and mayor, and borough manager Scott Graver for the continued partnership and success of this fantastic festival.

We look forward to another successful Borough Day, along with many other festival opportunities along the entire Reading and Northern system to help boost ridership numbers in 2020! Visit www.readingnorthern.com to find information about the passenger department. ♦

Note from Matt Fisher

The Lehigh Gorge Scenic Railway will officially become a fallen flag this November. It is incredibly sad to see it leave for all those employees that helped build the company to become the biggest attraction in Jim Thorpe. To the railroad’s supporters, our railfans, tourists, and families who ride, please know the railroad thoroughly enjoyed hosting you as our guests for the good part of 15 years. To the shop owners and other attractions in Jim Thorpe, thank you. It always brings our

employees great pride to see people from all walks of life, all ages, all backgrounds, come together to ride the train. The town had a wonderful mix of restaurants, shops, and museums. The history and architecture for all to enjoy. The natural attractions along the Lehigh Gorge. The trail that so many of you have ridden due to our bike trains. Now its tradition of train rides into the Lehigh Gorge that we provided for fifteen years has come to an end. The railroad wanted to share

that experience for generations. However, due to decisions made by the Borough Council of Jim Thorpe, the Lehigh Gorge Scenic Railway will no longer exist. However, the Reading and Northern Railroad ownership, management, and employees will continue to host people from far and wide in communities that welcome the railroad plus all the visitors that will come with the experience of riding the rails. ♦

Maintenance of Way: BIG PROJECTS

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY

Maintaining a railroad is no small task. Maintaining a railroad encompasses the day-to-day work as well as some very big projects. This article discusses some of our recent big projects.

Replacement of 24,000 ties — We started rehabbing some of our main routes with the replacement of 24,000 ties. In order to complete this in three months, we needed help from an outside contractor (Frontier). Although we do not typically outsource track work, a project of this size would have been a daunting task for our forces. To complete this project, Jason Winwood, AVP of MOW, appointed a special project manager, Jason Shupp, to execute, and oversee the contractor on the ground. Jess Melochick, Director of MOW, ordered material and continuously worked with the Manager of Special Projects to stage all the ties and plates across the forty-mile-long project, along with some of our Branch lines such as Tremont and Minersville. MOW's "behind-the-scenes" forces included our Prentice Truck drivers, Duane Zimmerman, Mario DeMarco and Cody Henn, who worked, sometimes round-the-clock unloading and delivering ties, plates and spikes. Under the direction of Jason Shupp, several trackmen, including Matt Nestor, Matt Sloskey, Justin Hughes, Brock Krumanocker, Justin Fetterolf, and Cody Henn, assisted after hours and weekends to ensure that the project continued to run smoothly from delivering and staging

materials to inspecting work performed and marking corrections and cleanup areas. MOW's Summer Hire Program included Tyler Acker, Boyd Lenich, Austin Corey and Alex Zimmerman who spent countless hours sorting over 48,000 tie plates for this project. Other assistance came from our Operations Department and Signal Departments in formulating a plan for track outages so we could maximize production, along with cutting out crossing signals along the railroad. The project needed, at minimum, two spike pullers, one scarfire, two TKO inserters, one plater, two spiking machines, one tamper, one regulator, two prentice trucks and about twenty five people to operate the equipment daily. This project took over two months with the removal and installation of 700 to 1000 ties per day.

Rail replacement— Over time with the increased volume of traffic along the Main Line, our rail wears down and, in turn, needs to be replaced. We received a state grant to replace 24,000 (equal to approximately four and a half miles) feet of rail between Leesport and Hamburg, PA (covering approximately eleven miles of track). This involved ordering rail from a supplier located in Connecticut.

Continued on page 16.

The LORAM Rail Grinding Train moving north through the Lehigh Gorge.



Chucky Carl operating the tie inserter.



The Reading and Northern "Tie Gang" installing ties at East Mahanoy Junction.



Ben Cole (smiling) and Matt Minnich working on the rail in Reading Main Line.



Ben Cole moving rail with the backhoe on Reading Main Line.



Two A&K Railroad employees unloading rail at the Nesquehoning Bridge.



Ben Cole completing a cut with the rail saw on the Reading Main Line.



Jason Shupp, Manager of Special Projects, working inside the engine of the Rail Grinding train.



MOW Employees installing a rail on the Reading Main Line.



The Frontier spiking machine and other members of the tie gang moving North on the Main Line.



Duane Engle on site in Connecticut inspecting the rail prior to purchase.



Rail train moving through Port Clinton.



Matt Sloskey working with the Tamper 4 at Main Line MP 95.1.



The LORAM Rail Grinding Train grinding through the Rockport Tunnel.

Continued from page 15.

VP MOW, Chris Goetz, Sr. Division Supervisor Duane Engle, Division Supervisor, Jason Witner and MOW Director Jess Melochick traveled to Connecticut to inspect the product. The supplier welded rail sticks together to form 1600' rail strings, which were loaded onto the train as the strings came out of the welder. These rail strings were later transported and unloaded along our Main Line by Duane Engle, Matt Minnich and Tom Kolb where the rail is to be replaced. Part of the unloading process involves our forces to chain a rail end to the track structure holding it in place as the rail train slowly moves forward unloading the rail. A lot of hard work goes into replacing rail and unlike the equipment used when installing ties, this is a more hands-on approach. Our forces (which include the entire RDG Division*) started out by prepping the rail to be replaced, this includes knocking off anchors, pulling spikes and setting the new rail in the gauge of the track. Next, they will have to remove the sections of jointed or continuous welded rail and utilize backhoes to place the new rail in the gauge. New rail is then spiked up using a piece of equipment called a spiker/gauger. All in all, we are looking to complete this task over the next two to three months.

*RDG Division: Duane Engle, John Brown, Ben Cole, Chris Nefos, Matt Minnich, Tom Kolb, Jason Shupp, Larry Weller, Matt Nestor, Chris Orlick, Brandon Kalbach, Corey Hamm, Brock Krumanocker, Enos Bleiler, Chucky Carl, Dennis Roshac, Justin Fetterolf, Dakota Reber, Ron Collins-West, Matt Sloskey, Brendle Stuffle, Aaron Cassel,

Dale Homm and Shawn Himmelberger

Rail Grinding— Planning for this project was months in the making, with (again), multiple departments involved. Over time the rail head became rough from the volume of tonnage that rolled over it. A rail grinding train is exactly as it sounds, we had ninety six grinding stones on a train that reprofiled the head of the rail to make it smooth. Managers' of Special Projects Russ Monroe and Jason Shupp piloted the grinding train while various MOW personnel helped with fire suppression. Sometimes, with the amount of grinding performed, it throws hot embers into the ROW causing small fires. These had to be extinguished with the water cannons on the front and rear of the train, along with the assistance from MOW department personnel Jason Witner, Nick Alberswerth, Jimmy Alba, and Ryan Lake following the train with backpack sprayers, ensuring that the fires were completely extinguished. We even had late night callouts for fire extinguishing (Matt Mizikoski and Matt McGinnis). This was done on our Main Line from Independence, in Jim Thorpe, PA to Dupont, in Scranton, PA (about fifty track) miles.

Every maintenance project involves details on all levels—just look at the pictures surrounding this article. One will find details in each picture that contribute to the bigger picture. Projects, both small and large-scale develop into our biggest picture of all. In order to maintain our current customer base, we must maintain the way to get to our customers. Thus, Maintenance of Way's big picture projects help ensure continued excellence in RBMN RR's goals. ♦



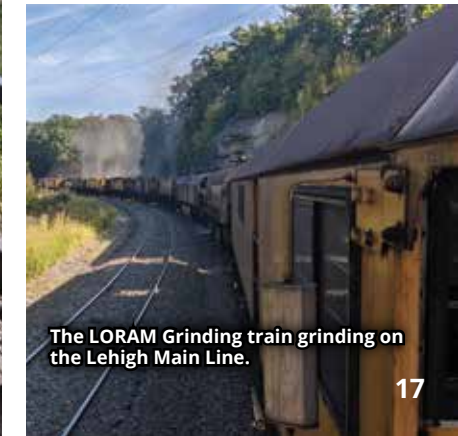
Employees of Frontier operating a plating machine on the Main Line.



Manager of Special Projects, Jason Shupp, following the Frontier tie gang as they made their way up the Main Line.



Jess Melochick operating the water cannon off the back of the rail grinding train.



The LORAM Grinding train grinding on the Lehigh Main Line.

Keeping the Aspect Lit

Extending the Signal System Between North Reading Yard and Port Clinton

BY: MATT COLLINS, AVP OF COMMUNICATIONS & SIGNALS



VP Jon Barket directing the lift as AVP Matt Collins operates BT-2 to lift the bracket mast into place, with Maintainer Darnell Young, Maintainer Dave Hutton, and Maintainer John Wiseburn control the bracket mast with tag lines.

It was a beautiful late September day as the North Reading Fast Freight (NRFF) inched closer to the newly operational Rick Interlocking's northbound signal. As the aspect changed from red to green and the roar of the SD50 drowned out the noise of the traffic on Route 222, a little nostalgia set in, thinking of all the hard work the Signal Department has put into signaling from the north end of the yard at Rick (MP 63.8) to Port Clinton (MP 78.1) over the last year.

When we began this signal extension project in early 2018, our primary focus was placing the 4.8 miles of the system between Rick and Mohrsville in service first. Then moving on to the remaining 8 miles from Mohrsville to Muller, and later onto Port Clinton. Our goal was to have all of the cables and physical infrastructure installed before the first snow flurries hit the ground in late 2018.

It was a race against time, but we came out ahead. We aggressively set to work installing the automatic signals at mileposts 65, 71, 73. Signals are numbered according to milepost, and the number denotes the last milepost passed as we move north.

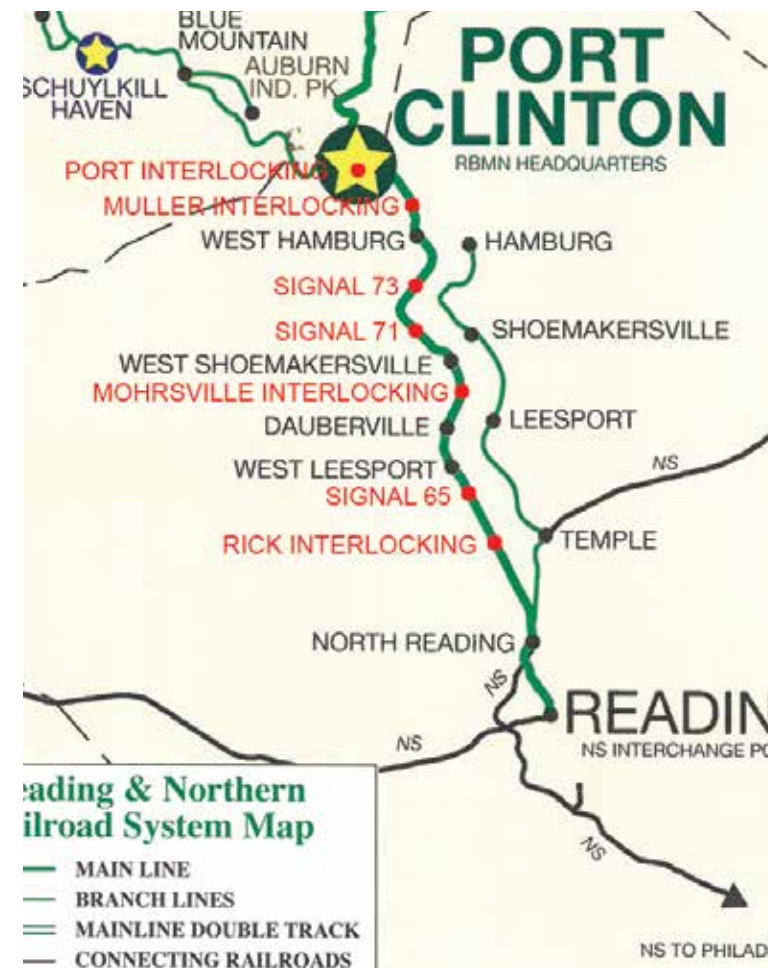
Once the automatic signals were standing, we moved onto Muller and Rick Interlockings. Rick interlocking required several 12-hour days to get all of the signals and cables installed, followed by 1000 feet of fiber and secondary power lines. As if it was planned, the day after the final trench was backfilled, we received our first snowstorm of the pending winter.

The department spent the winter months at our West Cressona facilities assembling logic control unit racks for Rick and Mohrsville Interlockings. Once the racks were made and wired, we began programming the vital applications for both interlockings. After completion, we bench tested each interlocking unit for safe and correct operation and certified them ready to be installed to their respective interlocking. We also prepared solar panels for 71 and 73 automatic signals to be installed for the coming spring.

Spring 2019 was upon us and we quickly moved to install and assemble the solar panels at their respective locations before moving on to installing logic unit racks at



Rick Interlocking after completion of the project. This used to be a hand throw switch that leads to the weigh in motion scale.



Rick and Mohrsville. We completed the necessary field wiring and got all of the utility power on at each interlocking terminated the fiber, and got the communications online. As we worked with our MOW department on getting all of the insulated joints installed, we began rehabbing the southbound bracket mast for Muller Interlocking. The Car Shop personnel were instrumental in helping with the bracket mast restoration.

As spring was coming to a close, we had to shift our focus to two major crossing rehabs. As the rehabs and summer drew to a close, we enlisted the help of the Facilities team to form out and oversee the concrete work required for the bracket mast foundation. Once the concrete had cured, we got to work loading the bracket mast on a flatcar for its trip to its new home at Muller Interlocking. The day of the lift was another beautiful day that went off without a hitch. Many thanks to our welders from the Car Shop, Randy Reber from Facilities, operator Shawn Himmelberger from MOW, and the train crew that made installing the bracket mast possible.

As fall approached and the days began to grow shorter, we quickly updated all of the crossings between Leesport and Mohrsville and installed the switch machine at Rick. With the cutover date upon us, we got to work turning all of the signal heads between Rick and Signal 73, completed all of the required tests for cutover, and installed the additional signage for an operational Automatic Block System between Rick and Mohrsville, and got to see the first train over the new system. We still have some work to do to get the system completed to Port Clinton; however, we are well on our way.

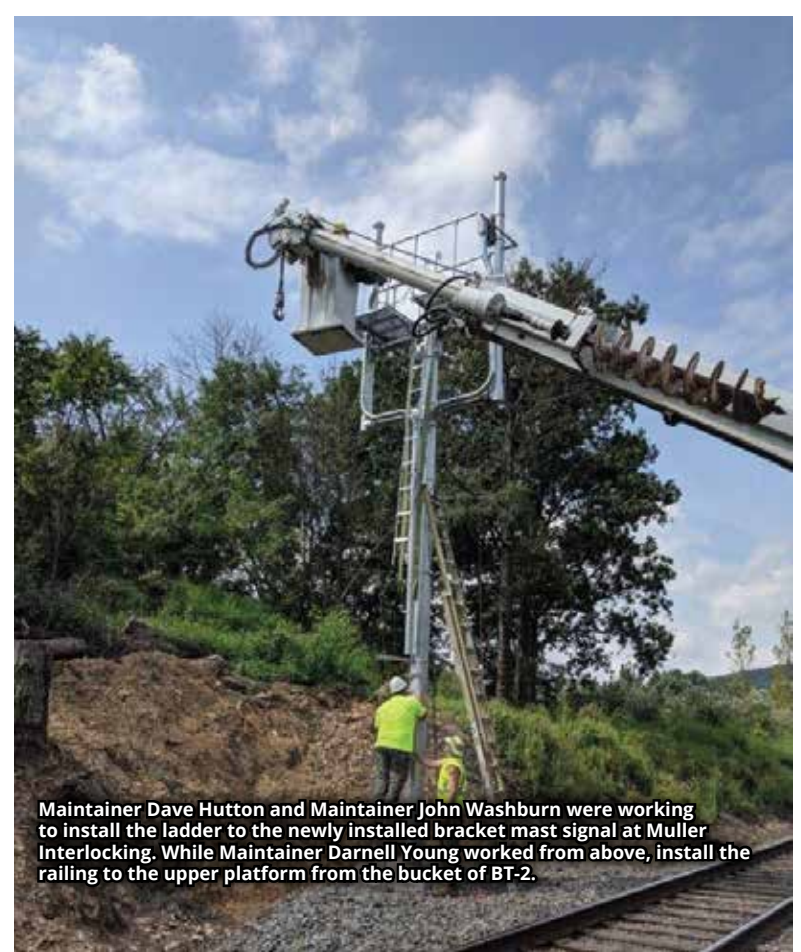
Signaling is a major investment that will improve safety and efficiency and allow a steady flow of trains to traverse this section of the railroad. It is a fine example of investing in our infrastructure for anticipated growth in our business. ♦



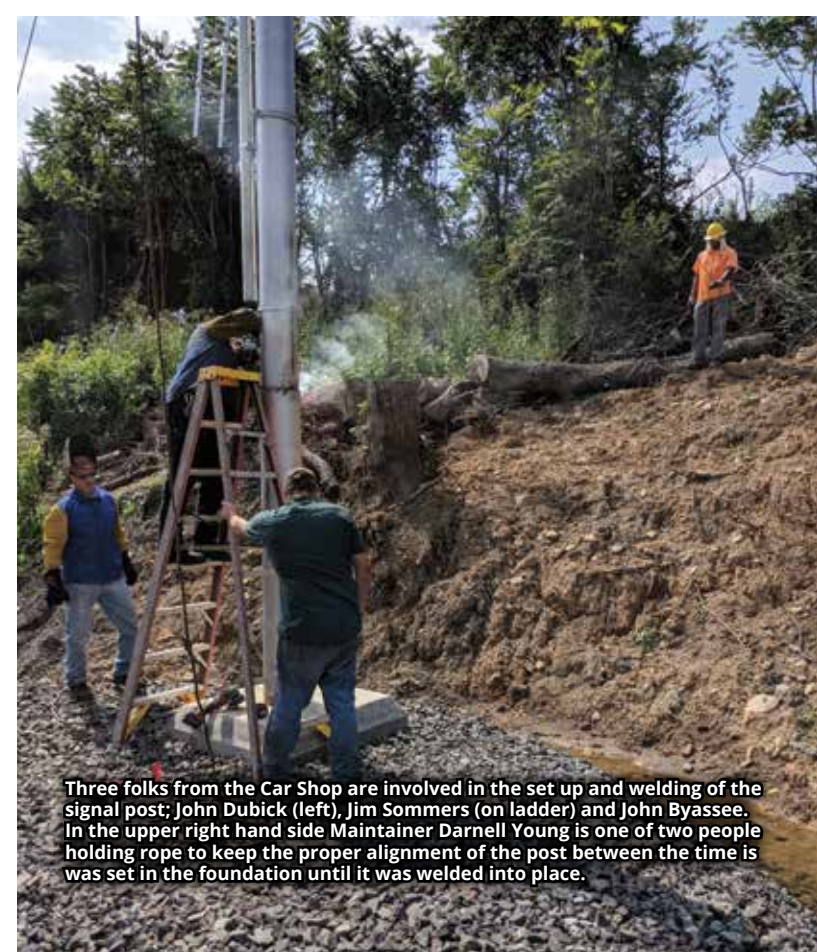
Muller bracket mast signal being loaded for its trip to Muller Interlocking.



Maintainer Dave Hutton installing the signal heads on the new bracket mast signal at Muller Interlocking.



Maintainer Dave Hutton and Maintainer John Washburn were working to install the ladder to the newly installed bracket mast signal at Muller Interlocking. While Maintainer Darnell Young worked from above, install the railing to the upper platform from the bucket of BT-2.



Three folks from the Car Shop are involved in the set up and welding of the signal post; John Dubick (left), Jim Sommers (on ladder) and John Byassee. In the upper right hand side Maintainer Darnell Young is one of two people holding rope to keep the proper alignment of the post between the time it was set in the foundation until it was welded into place.



VP Jon Barket, Maintainer Darnell Young, and Maintainer Dave Hutton assist as the bracket mast for Muller Interlocking being lifted from the flatcar to be installed.

Switching Tracks:

Customer Service Rides the Rails



Customer Service Team: front -Aaron Snyder, Susan Ludwig, Lori Chinchar, Michele Daub. Back - Jennifer Woodeshick, Steve Werley.

BY: SUSAN LUDWIG, VP CUSTOMER SERVICE

The Customer Service team had the experience of riding with crews for a day. Riding with crews is a great experience to see the railroad firsthand. Steve Werley rode with our QAMC crew beginning in Tamaqua. Steve was able to see the yards in Tamaqua, Mahanoy City and Locust Summit and learned what a train crew does to switch out the specific cars and get them added to a train. He handles mostly coal customers and has worked in coal for the last eight years, so being able to see customers like Blaschak, Reading Anthracite -Girard and Gilberton was extremely interesting to him. Steve has only ever been to these sites by vehicle in the past. The crew was able to give him some feedback on how Customer Service can help the crews and make their job a little smoother when Customer Service supplies shift information to the crews.

Jennifer Woodeshick's main area for Customer Service is the Humboldt Industrial Park. She had the opportunity to ride with one of the Humboldt crews and rode with them to serve Karchner Logistics, International Paper and Vitaline. Jennifer was able to see how the crew organizes their paperwork in the morning and how the two Humboldt crews worked together to sort out the customers' cars that were brought to the yard from the crew the previous evening. After all the customers were served, they collected the empty cars for the day and lined them up for the evening crew to pick them up and take them to the interchange.

Michele Daub rode with a crew out of Tamaqua serving Lehigh Anthracite, Reading Anthracite Gilberton and Skytop. Crews were able to explain to Michele how important it is that she chooses

the best cars for her coal shifts to allow the crews to be efficient. She learned all about the importance of the derails and the signals system for safety. Michele was surprised at how much the Engineer and Conductor need to communicate on the radio during the workday. She also observed how the Conductor completed his daily movements in his tablet to ensure all cars are showing on the appropriate tracks in the computer.

The Pittston Yard was the starting point for Lori Chinchar's day out. Lori rode with the yard job out of Pittston. She was able to see how they worked with the other Pittston crews to switch out the cars and build the train for other crews. Lori was able to see our interchange of cars in Taylor yard and how we inbound and outbound cars. She also observed how we serve Mariotti, and when she was in their yard, she got off the train with the conductor and was able to ask questions about the rail cars to better understand the mechanics. The crew showed Lori the JVA facility, our Ransom warehouse and several tracks in the Pittston Yard. Lori summed up her day out with a great note, "the relationships we build with the crews are as important as the ones we build with our customers, because we all need to work together to provide the best customer service as possible."

Having the Customer Service team see our customers' and rail yards from the Operations teams perspective is a helpful tool in being able to gain the knowledge needed to provide the best experience for our customers. ♦

EMPLOYEE SPOTLIGHT

BY: SHANNON ANDERSON, HR SPECIALIST

Congratulations Ray!



I am pleased to introduce this quarter's "Spotlight Employee", Raymond Chippa. Ray has worked for RBMN since September of 2015 and is currently the Forklift Operator within our Transload Department. Prior to working at RBMN, Ray worked for Hendrick Manufacturing, a metal perforating/fabrication operation in Carbondale.

Ray was recognized by his supervisor, Daren Geschwindt, Vice President of Distribution Services stating, "Ray is a great employee. He is constantly looking for ways to make the operation better and is always going above and beyond. He is one of the most conscientious employees that I know."

Ray does not enjoy talking about himself, so completing the Spotlight Employee Questionnaire was harder for him to answer than we may think, but he shared with us that he was "born in Brooklyn, N.Y., and moved to NEPA when I was eight years old. I was raised in Lackawanna County Upvalley area and attended Carbondale Area where I flunked with honors and received my GED when I finally decided to grow up."

"Twice married, four kids total unless there's a mix up with my 23 & Me DNA kit. My oldest is twenty-five, the three at home are twelve, ten, and nine. Split down the middle, two girls, two boys. My boys have pet allergies, so we host the neighborhood strays for a daily feast of cat food, water, and the occasional TNR (Trap, Neuter, Release) party."

In his spare time, Ray enjoys "hiking and urban exploring as time permits. It's a nice way to clear your mind and see that in the bigger picture, your issues are trivial and will pass with time, well, unless you're being chased by a bear or a persistent squirrel."

As the "Spotlight Employee," you receive a gift card to a local restaurant; however, Ray asked that we donate it to a local food pantry or homeless shelter. A donation was made to Keystone Military Families in lieu of a restaurant gift card.

Thank you Ray for your dedication and generosity.

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

Happy Birthday!

NOV. 5.....JEFFREY KNADLER	NOV. 28.....DOMINIC DEEBLE	JAN. 1.....BRIAR STERN
NOV. 6.....MARIO CARANNANTE	NOV. 28.....IAN MCCORD	JAN. 2.....DUSTIN BERNDT
NOV. 9.....BRIAN BARNES	NOV. 29.....CHRIS ORLICK	JAN. 2.....NANCY WALAITIS
NOV. 9.....JUSTIN CHICKILLY	DEC. 2.....STEVEN WERLEY	JAN. 2.....LARRY WELLER
NOV. 9.....MATTHEW MCGINNIS	DEC. 3.....CODY HENN	JAN. 3.....NICHOLAS ALBERSWORTH
NOV. 9.....ROGER MESZAROS	DEC. 5.....AARON AIGELDINGER	JAN. 4.....MICHAEL BOYLE
NOV. 9.....CLARK SMITH	DEC. 5.....JUSTIN HUGHES	JAN. 4.....STANLEY BURCZY
NOV. 10.....DAVID KITTNER	DEC. 11.....LARRY YODER	JAN. 5.....JOSEPH GRAMLICH
NOV. 10.....BAILEY MCELROY	DEC. 12.....DAVID HAFER	JAN. 6.....RYAN LAMM
NOV. 15.....AUSTIN CORY	DEC. 12.....SUSAN LUDWIG	JAN. 12.....RONALD DELUCA
NOV. 16.....EVAN GETZEY	DEC. 13.....THOMAS FENERTY, JR	JAN. 15.....KEVIN FRY
NOV. 17.....LARRY CURVEY	DEC. 14.....JEFFREY RHODES	JAN. 15.....THOMAS KOLB
NOV. 18.....DAVID KROZNUSKI	DEC. 16.....RYAN BAUSER	JAN. 16.....DANIEL GILCHRIST
NOV. 20.....RIAN NEMEROFF	DEC. 17.....CALVIN GERHARD	JAN. 17.....DAVID J. LAPALLO
NOV. 20.....JOHN RIZZO	DEC. 17.....JAMES SOMERS	JAN. 17.....ELIJAH WILSON
NOV. 20.....JASON WINWOOD	DEC. 19.....ANDREW DAVIS	JAN. 21.....SABINE FIDLER
NOV. 21.....MIKE EVANGELISTA	DEC. 19.....JOSHUA LAUGHLIN	JAN. 22.....MICHAEL CAPRON
NOV. 21.....MICHAEL FRIDAY	DEC. 20.....LAURA LESAGONICZ	JAN. 27.....MARIA KNADLER
NOV. 21.....MATTHEW STABINGER	DEC. 20.....JACOB PRUSSMAN	JAN. 28.....JACK WASSEL
NOV. 23.....RON PAPIERCAVICH	DEC. 26.....ROBERT HARAK	JAN. 29.....ANGELA POTTS
NOV. 24.....LORI CHINCHAR	DEC. 29.....YASHA SIDDIQI	JAN. 29.....RAYMOND SCHWENK
NOV. 25.....CARTER JONES	DEC. 30.....RUSSELL SCIANNA, JR	
NOV. 27.....DAVID BALDWIN	JAN. 1.....LOUIS BUGNO	

WELCOME ABOARD

NEW EMPLOYEES



Marc Aigeldinger

Marc Aigeldinger was recently hired as a Trackworker with the Reading Blue Mountain and Northern Railroad. He attended Crestwood High School. Prior to working at RBMNR, Marc was a Helicopter Mechanic for the U.S. Navy for eight years.



Amanda Collins

Amanda Collins-West was recently hired as a MOW Administrator with the Reading Blue Mountain and Northern Railroad. Amanda attended Millersville University. Prior to working at RBMNR, Amanda was a Collections Specialist for Evans Delivery Company.



Michael Friday

Michael Friday was recently hired as an Equipment Mechanic with the Reading Blue Mountain and Northern Railroad. Michael Friday attended Tyrone High School. Prior to working at RBMNR, Michael was a Superintendent for Evercor Facility Management for eight months. Michael also collects and restores antique farm equipment.



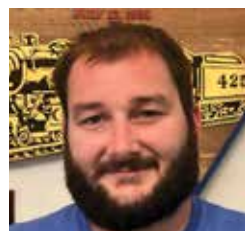
James Frye

James Frye was recently hired as a Real Estate Legal Assistant with the Reading Blue Mountain and Northern Railroad. James attended Hazleton Area High School, Gettysburg College and Southern New Hampshire University. James also attended James Madison University for Paralegal Studies. Prior to working at RBMNR, James was a Paralegal for the Law Offices of Frank Nocito for seven months. James also had the honor of working for the Walt Disney Company as a Character/Performer for five years.



Corey Hamm

Corey Hamm was recently hired as Trackworker with the Reading Blue Mountain and Northern Railroad. He attended Tamaqua Area High School. Prior to working at RBMNR, Corey was an Operator for Fabri-Kal for seven years.



Ian McCord

Ian McCord was recently hired as a Conductor with the Reading Blue Mountain and Northern Railroad. He attended Reading Central Catholic High School. Prior to working at RBMNR, Ian was a Billboard Tech for Lamar Advertising.



Mara Mercado

Mara Mercado was recently hired as a Car Host with the Lehigh Gorge Scenic Railway. She attended Ephrata High School and Lancaster School of Cosmetology. Mara is an Office Manager for Brownstown Family Dentistry.



Jeff "Dusty" Rhodes

Jeff "Dusty" Rhodes was recently hired as an A&P Mechanic for Reading Jet Maintenance and contract Pilot for Reading Jet Center. He attended Middletown High School and Pennsylvania College of Technology. Prior to working at RJM, Dusty was a pilot for over thirty years.



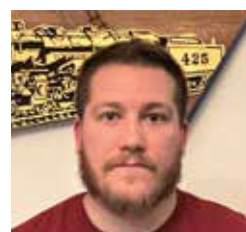
Stan Nestor

Stan Nestor was recently hired as a Car Host with the Lehigh Gorge Scenic Railway. He attended North Schuylkill Junior-Senior High School and Penn State University. Prior to working at LGSR, Stan was the Supervisor of Technology at Lehigh Career & Technical Institute for sixteen years. Stan is also the founding member of the Schuylkill Fantasy Football League, currently in its thirty-third year.



Charles Trusdell

Charles Trusdell, III was recently hired as a Locomotive Mechanic Apprentice with the Reading Blue Mountain and Northern Railroad. He attended Emmaus High School and Lehigh Career and Technical Institute. Charles also works as a Cagney Operator for Strasburg Railroad. Charles enjoys playing the guitar and serves in the National Guard.



Jacob Prussman

Jacob Prussman was recently hired as a Conductor with the Reading Blue Mountain and Northern Railroad. He attended Antietam High School. Prior to working at RBMNR, Jacob was a Compression Molding Operator for Mitsubishi Chemical and Advanced Material.

RBMN ANNIVERSARIES ACKNOWLEDGED

25 YEARS



October 12, 1994
Stephen Gilbert
Engineer



October 10, 1994
Philip Geschwindt
AVP, Accounting

20 YEARS



October 18, 1999
Ernest Henritz, Jr.
Manager - Vehicle Shop



August 30, 1999
Nathan Bissey
Sr. Dispatcher

15 YEARS



August 6, 2004
Angela Potts
Ticket Agent/Car Host

5 YEARS



October 24, 2015
Spencer Hockman
Mascot

3 YEARS



September 26, 2016
Caleb Fetterolf
Dispatcher/Engineer



September 26, 2016
Brandon Wagner
MOW Machine Operator



August 1, 2016
Ryan Frederickson - Mech.
Apprentice; Steam Engine

1 YEAR



October 22, 2018
Phillip Schaeffer
Real Estate Inspector



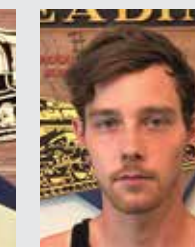
October 8, 2018
Enos Bleiler
MOW Machine Op.



September 4, 2018
Connor Hedrick
Patrolman



August 21, 2018
Ronald Collins-West
Trackman



August 16, 2018
Brandon Kalbach
Trackman



August 13, 2018
Cody Henn
MOW Machine Op.



August 6, 2018
Tyler Berger
Locomotive Mechanic

RBMN in the Community



Pictured left to right: Chris Lesagonicz, Laura Lesagonicz, and Nate Billet-Diaz approaching the Port Clinton finish area with Nate as their guide.

BY: SHANNON ANDERSON, HR SPECIALIST

The Wellness Committee has accomplished a lot in their short time since being formed. As the summer came to an end, the committee recognized its progress from its partnership with Spokes Bike Shop which offered our employees discounts on bikes and bike gear, to a successful first annual, “Spring Time Grow Time” event. The Wellness Committee knew early on it wanted to plan an adventurous outdoor end-of-summer event open to employees and their families.

The Committee had expert kayakers on board; Tony Weachock, John Byassee, Ben Cole, and Jessica Melochick who brought up the idea of hosting a kayaking event. The Wellness Committee recognized that not everyone owns a kayak, and at that rate, there were people who had never been kayaking. The Committee had to find a way to include everyone from first time kayakers to experienced. They began sharing information with employees by the end of June to make preparations for the event in August. Ideas were brought together by the Committee to form the Pottsville Branch Paddle kayaking event led by Tony Weachock.

Initially, Tony worked with Yak the Skook in Port Clinton to obtain information and pricing on kayak rentals, if needed. Meanwhile, Sabine Fidler put a flyer together to get the information out to employees. Fortunately, Wellness Committee members offered their extra kayaks to participants who didn't own one, saving the expense of having to rent one. John Byassee brought two extra kayaks for Lynn Engle and Rebecca Engle. Lynn, a dedicated Committee member, offered advice as a beginning kayaker while planning this event. John, being very familiar with the river, took the lead like the head of a school of fish and stayed behind to ensure everyone was safely maneuvering the river. This was Lynn's first-time kayaking, and with Rebecca's experience, they helped each other get ready for launch. Aaron Snyder and girlfriend, Liz Watson, both experienced kayakers, were ready to take on the river having mostly lake experience. Jessica Melochick, a skilled kayaker, brought friend and spouse of Mario Carannante, Tammy Carannante, who was also a first-time kayaker. Nate Billet-Diaz, an experienced kayaker and tremendous contributor to the wellness committee, extended two extra kayaks to first-time kayaker, Laura Lesagonicz from the Reading Jet Center and her husband, Chris Lesagonicz.

In addition to ensuring everyone was equipped with a kayak, the committee

made numerous preparations behind the scenes. The team leader, Tony, was continually checking the weather and getting on the river with his kayak as much as he could leading up to the event. A few weekends before the event, Tony took Erik Yoder with him to test the river as a beginner. Erik said the water was low which made it great for beginners, especially children. Tony also confirmed launch permits weren't needed for the river since they were not putting in or taking out at a boat launch controlled by the Pennsylvania Fish and Boat Commission. Sites that require a launch permit are State Parks and County Parks, which does not include our launch site. In addition to safety preparations, the committee communicated pick up, drop off, and carpooling information to each participant prior to the event to avoid shuffling back and forth.

Having zero safety concerns, the prepared participants launched at the Schuylkill River Water Trail- Auburn Landing. From there, the group paddled to the chutes for lunch brought by Liam Marsh, Shannon Anderson and husband, Jordan Anderson. The lunch crew was anxious to see everyone come through the chutes safely. The group's anticipation had Tony making preparations to get through the chutes, and he warned the participants there was going to be a big dip as they navigated through the chutes. The lunch crew cheered the team on as they came through one by one and dipped into the water. Some kayakers were more graceful than others with their follow through while others took more water into their kayaks. Even though the water seemed to tie up some newbies, it didn't get spirits down. Shannon stood on top of the bridge taking pictures and video, as Liam and Jordan stood below taking pictures and helping kayakers get their boats to shore, draining them after being filled with water, all while having good laughs. Lynn, Laura, and Chris were having so much fun. They were talking about getting kayaks of their own. Rebecca almost had Lynn convinced to buy kayaks that day.

From the chutes, the kayakers continued to Port Clinton. At that point, because the river was so low, the experienced kayakers came to navigate the low points, and all were given an opportunity to enjoy the nature and scenery surrounding them. As the kayakers continued their journey, the last point was going under the bridge at the railroad in Port Clinton. The sojourners docked on the right after the bridge and were met by the lunch crew to assist them after a long day of upper body workout, laughing, pushing, and



Tony Weachock, the Pottsville Branch Paddle team leader, preparing to navigate first through the chutes.

pulling like water bumper cars. The group finished the day with snacks and drinks provided by the Railroad for the Wellness Committee, and everyone helped load the kayaks to their designated owners.

Laura commented on how awesome everyone was, and how helpful Nate, John, and Tony were helping them navigate around the river after getting stuck on the rocks with the water levels being so low. She said everyone made it a lot of fun, and they were ready to kayak the following weekend if the option was available.

The Pottsville Branch Paddle was an excellent demonstration of working together as a team, and the group had a lot of fun. Experienced kayakers and beginners combined, left with a smile on their face, and ready for another run. The Wellness Committee is looking forward to holding this event again next year.

In addition to the Pottsville Branch Paddle, the wellness committee was invited back to the fall “Keep Hamburg Beautiful Cleanup Day” with Our Town Foundation, a first-time blood drive with Miller-Keystone Blood Center, a Highmark presentation regarding preventive health care, the end of bike-ride meetups, a local Friend Helping Friends event, and a fall flu shot clinic.

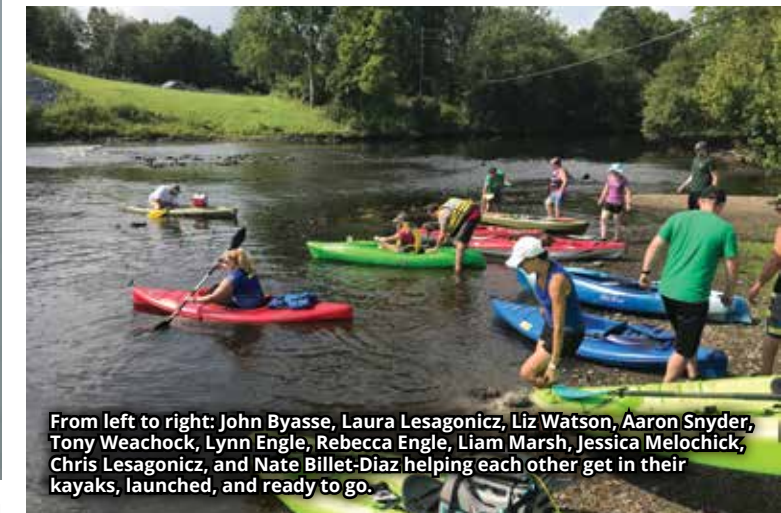
In July, Tom Stemko brought in a flyer of information for a drive called, “Friends Helping Friends” asking if we would be willing to set up a donation box. The Port Clinton Fire Company hosted this free event before the school year so less fortunate families would have access to clothing and supplies free-of-charge. Tom was able to collect an abundance of items.

The fall “Keep Hamburg Beautiful Cleanup Day” with Our Town Foundation took place on September 21st. We had just the right number of volunteers, because there wasn't as much trash to pick up. The volunteers gathered almost triple the amount of litter in the spring, likely because it had accumulated over the winter months. Everyone pitched in, and it was great to have families come out and give back to the community for a few hours. The volunteers cleaned up all trash in sight and wrapped it up with lunch by 11 a.m.

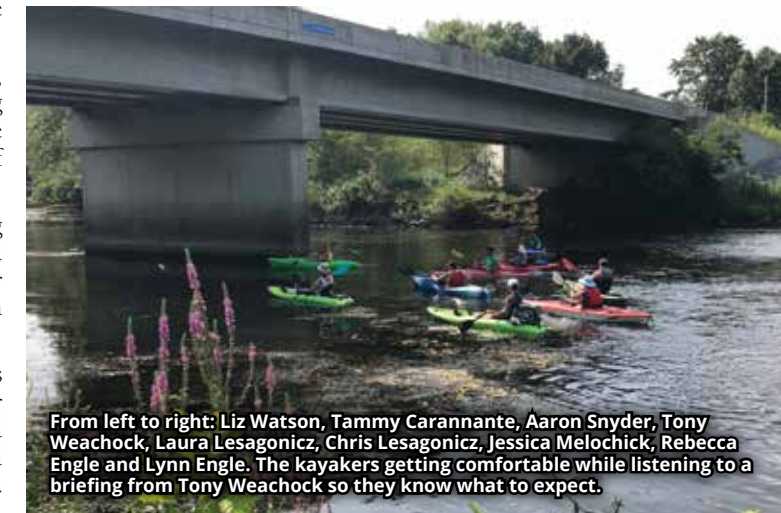
Continued on page 28.



From left to right: Nate Billet-Diaz, Tony Weachock, Chris Lesagonicz, Laura Lesagonicz, Tammy Carannante, and Liam Marsh getting their kayaks ready to launch from Auburn.



From left to right: John Byassee, Laura Lesagonicz, Liz Watson, Aaron Snyder, Tony Weachock, Lynn Engle, Rebecca Engle, Liam Marsh, Jessica Melochick, Chris Lesagonicz, and Nate Billet-Diaz helping each other get in their kayaks, launched, and ready to go.



From left to right: Liz Watson, Tammy Carannante, Aaron Snyder, Tony Weachock, Laura Lesagonicz, Chris Lesagonicz, Jessica Melochick, Rebecca Engle and Lynn Engle. The kayakers getting comfortable while listening to a briefing from Tony Weachock so they know what to expect.



The kayakers off to a great start paddling down the Schuylkill River heading toward the chutes.



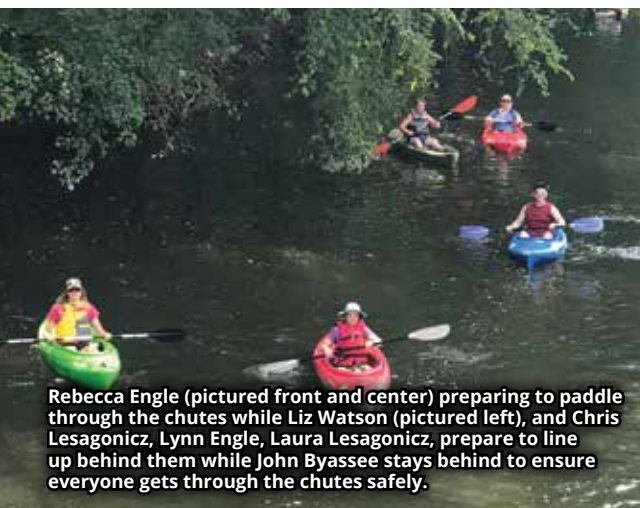
The kayakers after the first part of their journey from Auburn Landing to the chutes. Pictured left to right: Liz Watson, Aaron Snyder, Lynn Engle, Rebecca Engle, John Byassee, Tony Weachock, Laura Lesagonicz, Chris Lesagonicz, Nate Billet-Diaz, Tammy Carannante, and Jessica Melochick.



Jordan Anderson helping Chris Lesagonicz drain water from his kayak before finishing the second half of the route.



Laura Lesagonicz prepared to go through the chutes.



Rebecca Engle (pictured front and center) preparing to paddle through the chutes while Liz Watson (pictured left), and Chris Lesagonicz, Lynn Engle, Laura Lesagonicz, prepare to line up behind them while John Byassee stays behind to ensure everyone gets through the chutes safely.



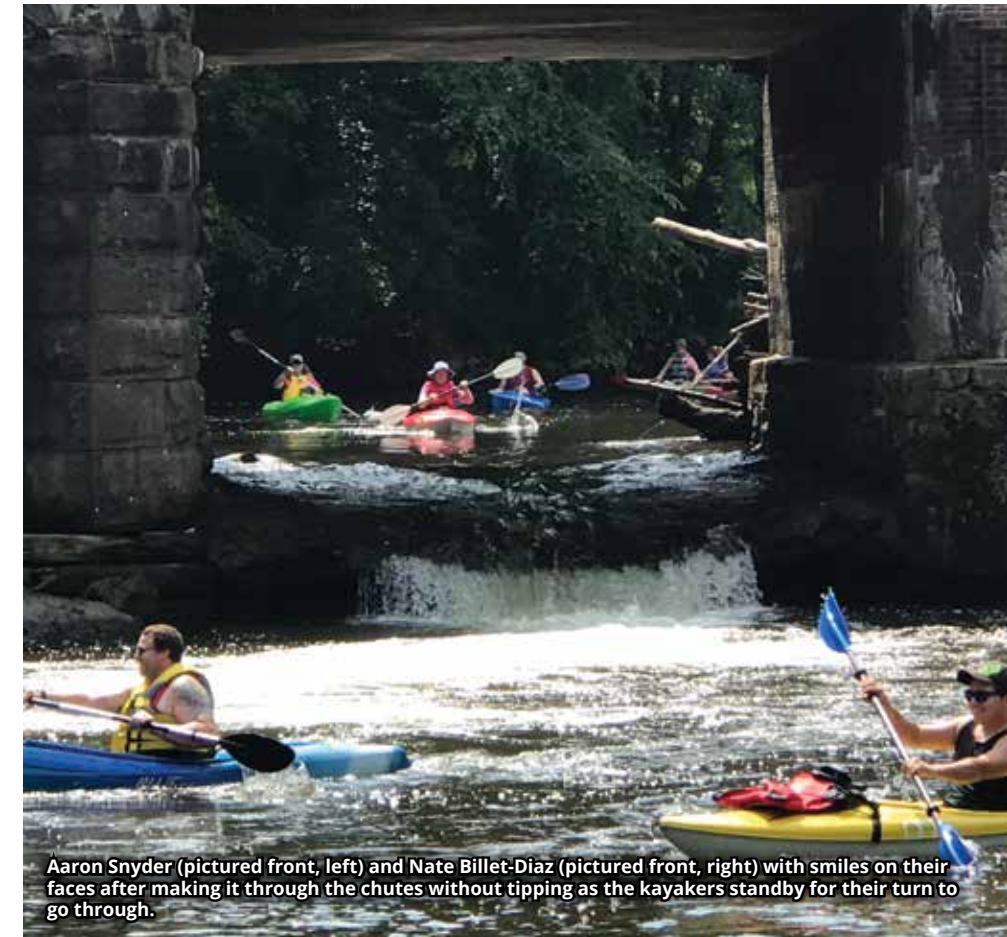
Rebecca and Lynn Engle approaching the finish line under the railroad bridge at Port Clinton.



John Byassee, the last to go through the chutes after ensuring everyone got through safely.



Aaron Snyder with girlfriend, Liz Watson, enjoying the day kayaking.



Aaron Snyder (pictured front, left) and Nate Billet-Diaz (pictured front, right) with smiles on their faces after making it through the chutes without tipping as the kayakers standby for their turn to go through.



Jessica Melochick using her kayak as a paddleboard while mentoring first time kayaker and friend, Tammy Carannante, on the second half of the route.

Continued from page 27.

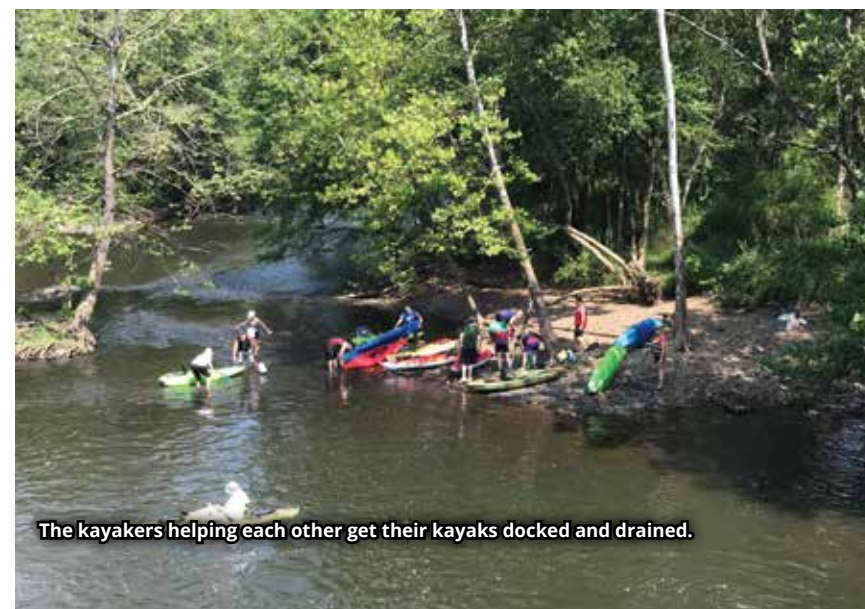
Miller-Keystone Blood Center Account Manager, Robin Schappell, reached out to Tina Muller-Levan in July asking if the Railroad would consider a blood drive because their blood supplies for August were critically low. Tina tasked the Wellness Committee to organize a blood drive. This being our first blood drive, and Miller-Keystone's first time working with the Railroad, some minor details needed to be worked out. Sabine Fidler and Shannon Anderson met with Robin. They quickly learned accommodations needed to be made for a coach bus, bathrooms needed to be nearby and easily accessible, and a space was needed for donors to check in prior to going to the donation bus. Steve Balthaser assisted by ensuring seven parking spaces were cleared in the visitors parking spaces to allow enough space for the bus to park. The police department provided cones to block the parking spaces. Bathrooms were easily accessible in the Port Clinton station, and a designated check-in space was reserved near the reception area. A date of August 12th was secured with a total of 11 donors.

Railroad employees were greeted with a friendly staff from Miller-Keystone Blood Center. They kept peoples' spirits up with snacks, drinks, and a positive

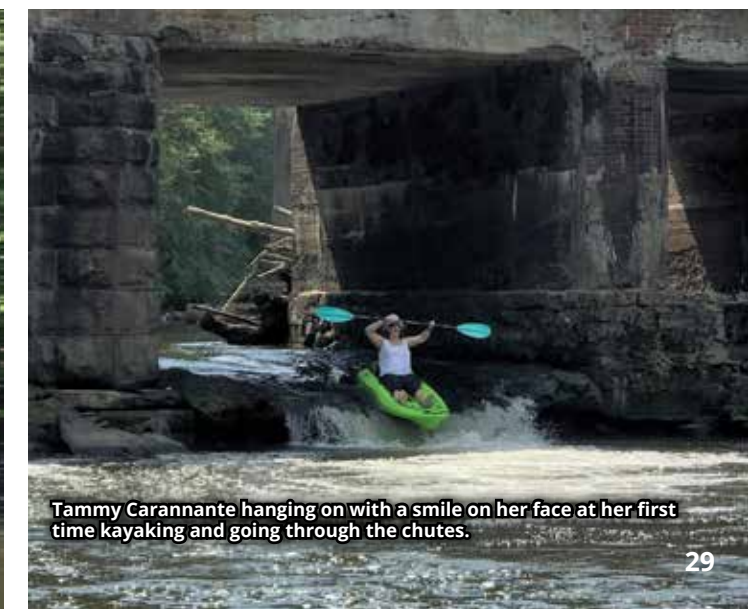
atmosphere. It was a hot day, and with the bus needing to run to keep their air conditioning and machines running, the bus began to overheat toward the end of the day. At that time, we only had a few donors left, and they were able to donate earlier than their scheduled appointment. Employees with Miller-Keystone Blood Center shared that we were one of the few groups they've had done where every employee showed up on time. The bus made it out just on time as the last donor was able to donate the last pint of blood for the day. A special thanks to the donors for their promptness, positive attitudes, and their help saving lives.

With the fall months coming to an end for 2019, the bike-ride meet ups also came to an end. The Wellness Committee concluded fall with a flu clinic hosted in Port Clinton with a total of twenty participants. The committee is preparing for "10,000 Steps for Charity in NYC", which will take place November 2nd.

The Wellness Committee is having fun bringing employees and their families together, and is looking forward to more volunteer functions, community events, educational seminars, and employee-family gatherings. ♦



The kayakers helping each other get their kayaks docked and drained.



Tammy Carannante hanging on with a smile on her face at her first time kayaking and going through the chutes.



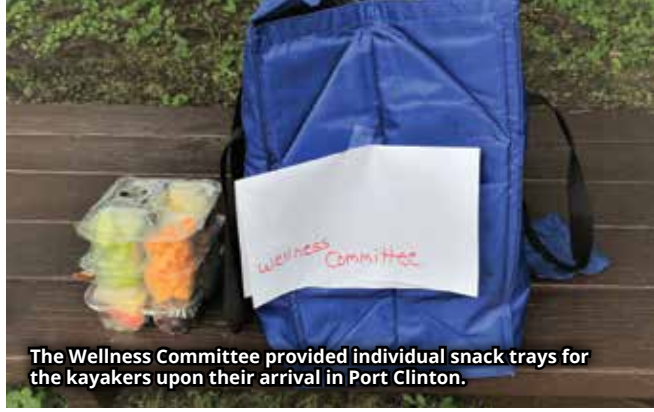
Rebecca Engle with a smile on her face as she approached Port Clinton.



Lynn Engle after making it through the chutes already paddling to shore.



Liam Marsh, part of the wellness committee, cheering on the kayakers and helping them get the kayaks up the hill back to their designated owners.



The Wellness Committee provided individual snack trays for the kayakers upon their arrival in Port Clinton.



Philip Geschwindt relaxing in preparation to donate a pint of blood for Miller-Keystone Blood Center.



Rebecca and Lynn Engle enjoying lunch while discussing the idea of getting kayaks for the Engle family.



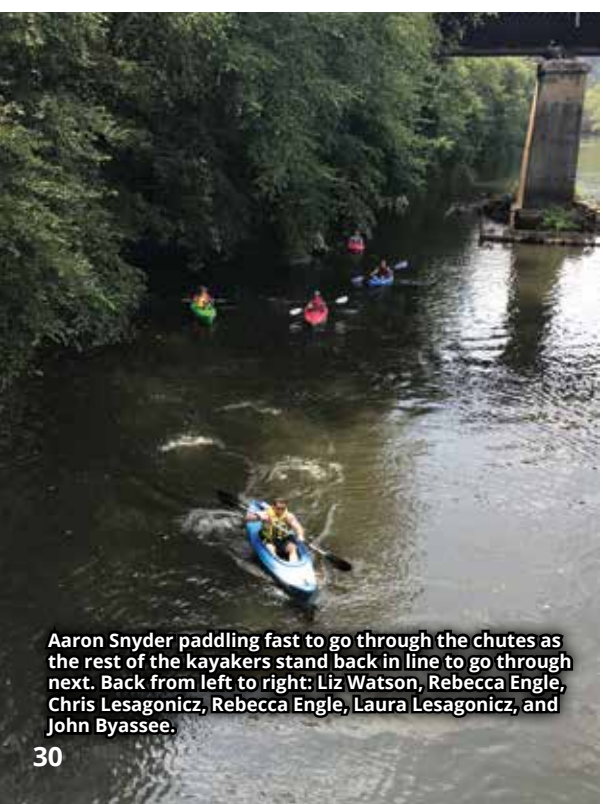
The kayakers launching from the chute area in preparation to finish the second half of the route from the chutes to Port Clinton. Pictured left to right: Aaron Snyder, Liz Watson, Nate Billet-Diaz and Tony Weachock.



Aaron Cassel and Sabine Fidler, the last to donate blood for the day, gave it a thumbs-up.



Joe Matuella happily donating blood for Miller-Keystone Blood Center.



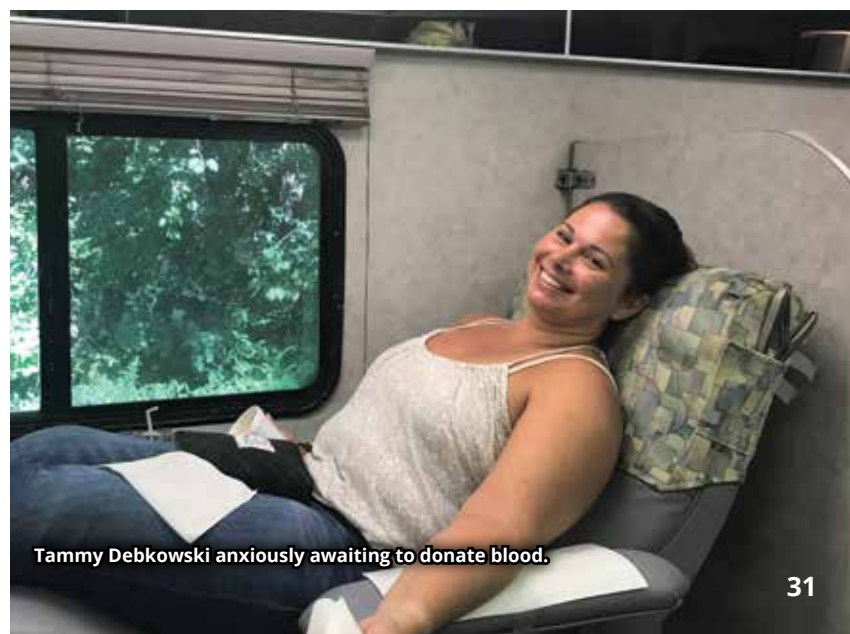
Aaron Snyder paddling fast to go through the chutes as the rest of the kayakers stand back in line to go through next. Back from left to right: Liz Watson, Rebecca Engle, Chris Lesagonicz, Rebecca Engle, Laura Lesagonicz, and John Byassee.



The kayak team preparing to load up the kayaks after a fun filled day of kayaking. Pictured from left to right: Lynn Engle, Rebecca Engle, Laura Lesagonicz, Liam Marsh, Jessica Melochick, Jordan Anderson, and Nate Billet-Diaz.



Kyle Barrell giving an unintentional thumbs up prior to donating blood.



Tammy Debkowski anxiously awaiting to donate blood.

Reading & Northern's Family Recipes



Employees and their families volunteered their time to help "Keep Hamburg Beautiful Cleanup Day" as part of the Great American Cleanup with Our Town Foundation in Hamburg. Pictured from left to right: Nate Billet-Diaz, Daren Geschwindt and two sons Connor Geschwindt and Travis Geschwindt, Duane Engle, Lynn Engle, Ray Schwenk, Ray Schwenk, Jr., and Shannon Anderson.



Daren Geschwindt leading his sons, Travis and Connor along Grand Street behind Rutter's in Hamburg. Connor and Travis were a tremendous help finding a lot of litter and recyclables.

Pumpkin Muffins with Maple Cream Cheese

Shannon Anderson, HR Specialist, shares her recipe for YUMMY muffins. Once you taste these muffins, you will be glad she did!

Tips: You can make your own almond flour by processing 1 cup slivered almonds in a food processor (or blender with a strong motor). Make sure that you pulse in 20-second intervals to prevent the almonds from turning into almond butter. One cup slivered almonds yields approximately 1 cup of almond flour.

If you can't find almond flour in your store, you can look at club stores or online.



Nate Billet-Diaz found a hidden gem from Berks County Rocks with a smiley face on it which brought a smile to his face. It was a nice surprise to come across.



Daren Geschwindt and sons, Travis and Connor, along with Duane and Lynn Engle gathering all the litter they could find along the train tracks behind the Dollar General in Hamburg.



Lynn Engle and Duane Engle volunteering to keep Hamburg beautiful by collecting litter and recyclables behind the Dollar General in Hamburg.



Railroad volunteers from left to right (Nate Billet-Diaz, Ray Schwenk, Duane Engle, Daren Geschwindt, Connor Geschwindt, and Travis Geschwindt) gathered as much litter they could find in the area behind Dollar General. Duane Engle took the lead and decided the clean up crew was ready to head to the next location. At that time, Daren Geschwindt found the rail car RBMN 4376, which was numbered based on his birth date.

Ingredients

- 2 oz cream cheese
- 1 tablespoon pure maple syrup
- 1 large egg, lightly beaten
- 1 cup canned pumpkin puree
- 1 ½ cup almond flour
- ¾ teaspoon baking soda, gluten free
- 1 dash sea salt
- 2 tablespoons raw pumpkin seeds

Directions

- 1.) Preheat oven to 350°F
- 2.) Prepare nine muffin cups by lining with muffin tin liners or coating with spray. Set aside.
- 3.) Combine cream cheese & maple syrup in a small bowl; mix well. Set aside.
- 4.) Combine egg & pumpkin in a medium bowl; mix well. Set aside.
- 5.) Combine almond flour, baking soda, & salt in a medium bowl; mix well.
- 6.) Add almond meal mixture to egg mixture; mix until just blended.
- 7.) Spoon batter into each prepared muffin cup, filling a little less than ½ full.
- 8.) Spoon about 1 heaping teaspoon cream cheese mixture into the center of each muffin. Evenly fill muffin cups ¾ full with remaining batter.
- 9.) Sprinkle muffins evenly with pumpkin seeds.
- 10.) Bake 16-18 minutes, or until golden brown and toothpick inserted into the center comes out clean.
- 11.) Transfer muffins to rack; cool.

Pumpkin Chocolate Chip Cookies

Erica Knight, Customer Service Representative at the Reading Jet Center, shares a recipe that she says, "is so easy to make and sooooo fluffy!" She recommends making a double batch since one batch doesn't last long. Enjoy!

Ingredients

- 1 cup pumpkin
- 1 cup sugar
- ½ cup butter
- 1 egg
- 2 cups flour
- 2 teaspoons baking powder
- 1 teaspoon cinnamon
- ½ teaspoon salt
- 1 teaspoon milk
- 1 teaspoon vanilla
- 1 cup chocolate chips
- ½ teaspoon baking soda

Directions

- 1.) Combine the first 4 ingredients.
- 2.) Sift flour, baking powder, cinnamon, & salt. Add to pumpkin mixture alternately with baking soda dissolved in milk.
- 3.) Add vanilla and chocolate chips.
- 4.) Drop by teaspoon onto greased cookie sheet.
- 5.) Bake for 8 minutes at 375.

We would like to encourage everyone to send us their favorite family recipes to sfidler@readingnorthern.com. 32

Wellness Corner

BY: SABINE FIDLER, HR ASSISTANT

Preservatives in Food

For the masses who value convenience, popping ready-made snacks without reading ingredient labels or snatching a grab-and-go item with a shelf life of a week, month, or more from the refrigerated section of the grocery store or deli has made navigation through a busy lifestyle more tolerable, regardless of possible negative effects imposed on the body.

Considered an ancient practice, food preservation customs originated to prevent food spoilage. Adding salt to meat and fish was common, including the addition of sugar to canned foods and vegetables using for pickling. Preserving food against deterioration and spoilage continues to play a vital role in the food industry today. Benefits include improved convenience, extended shelf life, reduction in food waste, and reduced food cost.

The U.S. Food and Drug Administration (FDA) maintains authority over all preservatives and works in conjunction with the Food Safety and Inspection Service. The FDA requires that preservatives NOT be utilized to camouflage food damage or inferiority causing food to appear better than it is or negatively affecting its nutritional value. Preservatives typically viewed as “safe”, as in food additives, is determined to mean, according to foodandnutrition.org “a reasonable certainty in the minds of competent scientists that the substance is not harmful under the intended conditions of use.” Regardless, preservatives pose an uneasy state of mind for many.

There are two methods used to preserve food substances: physical and chemical.

Physical preservation consists of either refrigeration or drying. Chemical preservation requires the addition of elements to food in order to prevent possible damage from undesirable changes such as rancidity, oxidation, microbial growth, etc.. The U.S. Food and Drug Administration (FDA) considers natural and artificial preservatives “chemical preservatives”. Some preservatives existing naturally include sugar, lemon juice, and salt. Although many preservatives occur naturally, a predominant number of manufacturers utilize these chemicals in their synthetic versions. Manufacturers often use synthetic versions of naturally occurring preservatives (i.e. B9 = natural vs. folic acid = synthetic)

Artificial preservatives can be distributed into three main groups:

1. Antioxidants which prevent oxidation include:
 - Sulfites
 - Tocopherol (vitamin E)
 - Ascorbic acid (vitamin C)
 - BHA (butylated hydroxyanisole)
 - BHT (butylated hydroxytoluene)
2. Chelating agents which bond metal ions in some foods to impede oxidation include:
 - EDTA (disodium ethylenediaminetetraacetic acid)
 - Polyphosphates
 - Citric acid
3. Antimicrobial agents extinguish bacteria and hinder the growth of mold.
 - Benzoates
 - Sorbates
 - Nitrites
 - Propionates

The following is an abbreviated list but contains some of the most common preservatives effects found in our food sources today and their potential side effects.

Sulfites (exs. calcium sulfite, sodium sulfite)

- Most common preservative in the food industry
- Side effects
 - o Headaches, some severe
 - o Intestinal disorders
 - o Skin disorders
 - o Destroys vitamins B5, B6, B12
- Expired or moldy foods

Nitrates and Nitrites (exs. potassium nitrate, sodium nitrite, sodium nitrate)

- Most common preservative in the meat industry
- Side effects
 - o Headaches
 - o Intestinal disorders
 - o Skin disorders

Benzoates (exs. sodium benzoate, benzoic acid, calcium benzoate, potassium benzoate)

- Side effects
 - o Headaches
 - o Damage to intestinal microbes
 - o Intestinal discomfort
 - o Constipation
 - o Allergies
 - o May increase hyperactivity in children
 - o May pose serious problems for asthmatics

BHA & BHT

- Considered “safer” food additives
- Antioxidant
- Side effects
 - o May increase hyperactivity in children
 - o May pose problems for asthmatics
 - o May intensify allergies
 - o Not suitable for babies

Sorbates (exs. sorbic acid, sodium sorbate, potassium sorbate, calcium sorbate)

- The most dangerous food additive
- Side effects
 - o Headaches
 - o Damage to intestinal microbes
 - o Constipation
 - o Allergies

Final Thought

According to Robert Brackett, PhD, Director of Food Safety and Health, “Removing preservatives compromises food safety, and there is no good scientific reason to avoid them.” Using nitrates as an example he states, “The risk of getting botulism from processed meats far outweighs the risk of the preservative especially when consumed in moderation.”

According to Kathleen Zelman, nutrition director and author of *The Vital Role of Food Preservatives*, a diet consisting of processed foods and excessive preservatives should be restricted, however, preservatives existing in a healthful diet aids in safeguarding food and protecting the health of the consumer.

My thoughts

For those consumers wishing to escape the barrage of chemical and synthetic preservatives, it may be wise to begin by avoiding the “alphabet soup” of additives such as BHA, BHT, EDTA, TBHQ, etc.. Ultimately, the responsibility to absorb and retain research on the subject of food preservation from reliable sources lies with the consumer. Personally, I am an obsessive researcher and label reader who prefers food sources which have been organically raised, pastured, and free from unnecessary additives. As my father-in-law always told us, “You only know what they tell ya!”

For more information, visit:

<https://foodandnutrition.org/march-april-2017/vital-role-food-preservatives/>
<https://cen.acs.org/articles/92/i6/Extending-Shelf-Life-Natural-Preservatives.html>
<https://www.curezone.org/foods/ennumbers.asp>



Jon Bond is lettering our Super Dome car, the Lehigh Gorge Explorer. Jon is the behind the scenes contractor that does anything from locomotive and truck lettering to system maps on boardroom ceilings. We are often amazed at just how quickly Jon performs his magic.



Adam Stump (left) and Scott Beshore working on a radiator section for locomotive 1541.



Shawn Frederickson is busy fabricating parts in the steam shop for locomotive 2102.



Andy Davis (on ground) and Jeff Bavitz are in between tasks at Mehoopany on this absolutely gorgeous Sunday afternoon in September.



Andy Muller Jr. and Duane Engle directly supervise the unloading of the welded rail train on a muggy September day.

Red Creek Wildlife

Rehabilitation of the Hamburg Eaglet

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



On September 22, 2019 the eaglet was released back into the wild.



The eaglet soon after arrival at Red Creek wildlife.

In Pennsylvania, nestling bald eaglets typically fledge from the nest in June. Bald eagles fledge at about ten to fourteen weeks old, and although still young and inexperienced, a three-month-old eagle is almost as large as the adults and can be dangerous to the rescuer. As these babies venture into the sky for the first time, Red Creek's staff is on special alert for baby eagle calls.

All eagle nests are protected under state and federal wildlife laws. The nest in southern Hamburg, since it is located on railroad property, also enjoys additional protection under the watchful eye of the railroad owner and employees. I get regular updates on the development of this nest from Beverly Hess, Director of Employee Relations, through frequent emails and photographs.

Bald eagles typically choose to nest near waterways in quiet, secluded, forested areas away from human activity. This nest is unusual in that, although the nest is close to the Schuylkill River, the pair chose an active location near businesses and a busy highway; State route 61.

The highway is a hazard that always concerns me, especially in June. The eaglets would often be reported sitting near traffic on the guardrails, and I feared it was just a matter of time until there was an accident. On June 24th my fears were realized when we received a call that a young eagle was involved in a collision.

Allison Rusinko and I responded right away and arrived just as the state trooper was approaching the scene. The young eagle had been flying south and struck the windshield of a northbound vehicle. Thankfully, no one in the car was injured, but the impact was so severe that the windshield was smashed, disabling the vehicle.

The police officer managed the flow of traffic as a wrecker prepared to remove the vehicle. Allison and I concentrated on rescuing the eagle that had fallen down a thirty-foot embankment and was lying along a chain-link fence which enclosed the waste treatment plant.

Donning my thickest gloves, I slid down the steep embankment. As I began working my way along the fence toward the eagle, the bird suddenly stood

up and took a defensive posture. I was relieved to see that it was alive, and I knew I was in for a struggle.

Once I had the bird securely held in my arms, I realized that there was no way I could climb back up the steep bank while carrying the eagle. I called up to Allison to meet me at Manderbach Ford and started slowly working my way through the entangled brush and deep ruts between the fence and the embankment.

As I stood in the parking lot waiting for Allison to come with our Blazer, I suddenly remembered that one of the witnesses mentioned that an adult eagle had been guarding the baby before we arrived. As I held the struggling eaglet, I watched the sky ominously for mom. Thankfully, Allison reached me first.

Once at Red Creek's clinic, we examined the eagle. It had suffered a concussion, and a large area of skin hung loosely from the scalp. The right elbow of the wing was severely swollen, hinting at a fracture. The bird was stabilized and transported to Dr. Len Donato of Radnor Veterinary Hospital for further testing.

X-rays revealed good news. The wing was not fractured. A fracture involving a joint such as the elbow could prevent the bird from ever flying again. But there was bad news, too. Tendons, ligaments, and muscles at the elbow had torn. Although these would most likely heal, this type of injury can take two to three times longer to heal than a simple fracture.

The eaglet, now dubbed Ms. Feisty because of her aggressive attitude, quickly recovered from the head injury. After several weeks of bandaging and cage rest, she was placed in the eagle flight pen to exercise her wings. Several more weeks went by and she still refused to do more than hop across the enclosure.

We had hoped to eventually release this bird back near the nest site with its parents and sibling. As one month passed, then two, the window of opportunity began to close for reuniting the family. By the end of August, the eagles began to disperse from the nest. Ms. Feisty was still not flying,

and we feared that she might never get off the ground. Dr. Donato said to be patient, it would just take time.

September saw an enormous change in Ms. Feisty who now felt good enough to practice flying. The more she practiced, the stronger she flew until she was flying laps around the enclosure.

Releasing at the nest site was no longer an option. By mid-September, the other sibling had left, and the parents were no longer seen regularly. The highway also presented a danger, so we needed to research a new release location for this eagle.

With the rebounding of the eagle population in Pennsylvania, aggression between eagles guarding their territories is becoming much more common. We needed a spot that was excellent habitat but not being defended by other adult eagles. Patty Barber, a biologist with the Pennsylvania Game Commission, researched locations and suggested Middle Creek Wildlife Management Area. Although there was a bonded pair at Middle Creek, they had not produced any chicks this year, and other juveniles had been recently spotted in the area. Obviously, the adults were not harassing juveniles entering the territory.

Sunday, September 22nd was a perfect fall day with blue skies, cool temperatures, and a mild breeze. Allison and I arrived at Middle Creek early enough to avoid tourists and crowds. A handful of Game Officers were starting their day, never realizing they would see an eagle release.

I unzipped the carrier, expecting Ms. Feisty to blast past me. She hesitated. A minute later, she stepped out, looked around, spread her wings, and launched. She flew straight and strong, and then circled back before landing in a distant line fence.

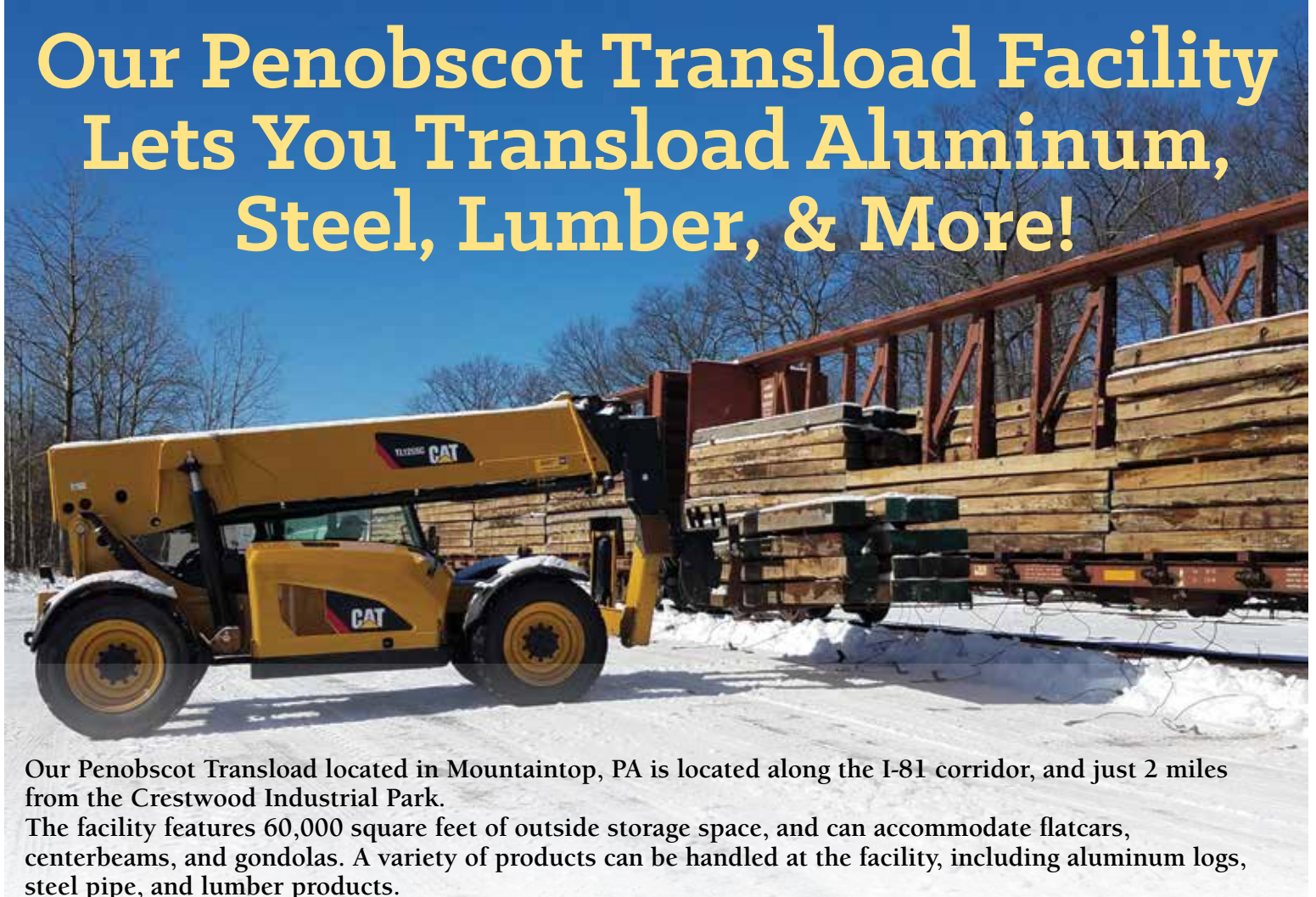
When Allison and I arrived back at Red Creek, there were already two more bald eagles in the flight pen preparing for their release day this fall. Only a decade ago, an eagle release was a rare occasion. Even though today it happens much more frequently, each release still makes my heart soar with the bird and brings a feeling of exuberant joy. ♦



By mid August, the eaglet was regaining her strength.

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

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