

R&N Magazine

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

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Reading
& Northern
Introduces the
Nesquehoning
Campus!



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COVER PHOTO
An inside look at the new Building 7 at Nesquehoning Campus.

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KEEPING ON TRACK

BY: WAYNE A. MICHEL, PRESIDENT



Reading & Northern Railroad was presented with the ASLRRR Marketing Award in 2016, "for demonstrating innovative service and outstanding marketing achievement."

A few years ago Andy Muller flew Tina Muller-Levan, Tyler Glass, and myself down to Orlando in his private jet to attend the annual meeting of the American Shortline and Regional Railroad Association. We were there to pick up our third award in seven years for marketing achievement.

As always it's a huge event with lots of vendors and shortlines from around the country. Add in beautiful weather and Orlando and there was a great crowd.

On the night the association honored a number of different award winners, we all went to the ballroom to await the announcement. One by one the winners were announced with a little video of their projects and they were offered a chance to speak. Very few words were spoken.

The marketing awards were announced last and Tyler, Tina and I went on stage to collect the award. As the others turned to exit I went to the microphone. Since I despise public speaking, even after thirty years of having to speak at large gatherings, I had no planned remarks. But knowing Andy seldom went to these meetings and that we had decided not to pursue future awards, I realized this would likely be my last chance to share with our peers some truths about our changing industry.

More from the heart, than from the mind, I spoke, somewhat coherently, that we accepted this award as a recognition of Andy Muller as one of the last in his generation of great Shortline entrepreneurs. I noted how the Shortline industry had changed radically in the last thirty years. How it had become corporate; how Shortline holding companies had gobbled up so many of the independent shortlines; and how it was sad to see the loss of entrepreneurial spirit in the industry. I tried to share my view that what made shortlines originally successful, their risk taking, their owners' personal involvement in the business, and their commitment to their employees and customers, was increasingly being lost in the demand to hit Wall Street goals for the next quarterly report.

Candidly, I don't remember all that I said and I doubt anyone else does. So, let me now share these thoughts in slightly more coherent form.

For those of you new to our industry you need to understand that the Shortline revolution started in 1980 with the passage of the Staggers Act. Following a series of huge railroad bankruptcies in the 70's, Congress and the Carter administration worked to deregulate the industry. Although most of the changes focused on making it easier for railroads to do business, Congress also made it easier for railroads to abandon lines and to sell railroad lines to new companies. Soon after Staggers, Congress passed the Northeast Rail Service Act of 1981 to assist Conrail. That act made it easier for Conrail to do business, but it also had

special provisions to assist Conrail to very easily abandon and sell lines. The result of these two acts was an explosion in Shortline railroad startups. By some estimates, the number of shortlines nationally more than DOUBLED from 1980 through 1990. Today, there are more than 500 Shortline railroads.

At the time the Staggers Act was passed I was a junior attorney at the Interstate Commerce Commission. I had just finished drafting Rock Island Two, a decision authorizing a major railroad acquisition, and the Commission's new Railroad Merger Policy Statement. When Staggers was enacted I was tasked to draft regulations governing abandonments, offers of financial assistance, and feeder line purchases. When NERSA was enacted I was also tasked to draft the abandonment procedures.

In response to these special provisions Conrail embarked on a massive abandonment and line sale program that would end up shedding thousands of miles of railroad and creating dozens of new shortlines. And in late 1985 I was asked by Conrail to join them to oversee that program.

It was in that capacity that I met Andy Muller who was interested in buying the lines near his home. Andy had been pursuing his interest for years in letters to Conrail officials including the late Dick Hasselmam, who was Conrail's Chief Operating Officer. Since I was now running the program, I was tasked with meeting with Andy.

At the time I was meeting lots of potential buyers across the midwest, mid-Atlantic and northeast regions Conrail served. Many of the potential buyers were local governments interested in preserving their rail service. Sometimes a local railroad customer wanted to buy lines. And sometimes it was an entrepreneur.

Andy was solidly in that last camp, but he was still unlike anybody else I encountered. When I met Andy he probably had just turned 40. He was brash and self-assured. Although he had limited railroad experience with some local Pennsylvania-owned lines, what made him a potential buyer was the fact that he was a local, self-made millionaire who was sure of himself and willing to bet on his abilities. I decided that he was the perfect candidate to take on the challenge that was the Reading Cluster. The Reading Cluster was Conrail's access to the Pennsylvania anthracite market. Once a very valuable asset it had lost much of its luster. It was tough railroad to operate due to its terrain and its 100+ miles of poorly maintained tracks. To say it would be a challenge for any operator was an understatement. I knew I needed someone with capital resources, local connections, huge drive and a willingness to take risks. Andy.

I was right!

Andy was the perfect choice for the railroad. And over the last thirty years he has proved that time and again. And one of the ways he proves it is by constantly taking risks.

When other shortlines were happy to lease freight cars or allow others to supply, Andy started purchasing coal cars. We now own over 1400. Not content to sit on the Reading Cluster, Andy quickly purchased other area properties to gain access to more coal fields. When Carbon County chose a different operator for their adjacent line, Andy found a way to partner with them with trackage rights before ultimately buying out the owners. When I approached Andy about being a charter member of CONRAIL EXPRESS he jumped at the chance. And when I told him I was working to sell the entire Lehigh Line, but in segments, he signed on to be the buyer. And that was in his first decade as owner.

Since the summer of 1999 when Conrail was split and I joined Andy as a consultant and later employee and then President, I have seen firsthand his entrepreneurial bent. I am constantly amazed at Andy's vision. Building Nesquehoning Bridge Phase 1 to better connect our two divisions AND, most amazingly, planning for a better progressive bridge at the same time.

Continued on page 4.

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Working constantly with different Carbon County Commissioners to try to buy the railroad, even though we had total commercial and operational control of the property. Laying the groundwork for years with CAN DO so that once Norfolk Southern agreed to terminate its operating agreement, we could bid for and then buy the rail infrastructure in the Humboldt Industrial Park. Buying a warehouse to handle P&G safety stock without any guarantees of business, only to have a surprise offline industry end up using it for almost an entire year. Buying 100s of specialized railcars in support of export coal business that might not, but did eventually, materialize. Entering into the passenger excursion business and then buying and/or converting multiple rail cars and building new rail stations. He took over a tourist attraction in Jim Thorpe with a small following and turned it into a huge regional success with multiple origins, many unique car offerings and two beautifully restored steam engines.

The list goes on. And in each instance, he and I would talk about how no board of directors of a publicly traded company would have authorized the purchases. But Andy doesn't hesitate. He doesn't ask for financials or determine hurdle rates. He takes the risk because he knows the business in an intuitive way that they can't teach at a business school. He knows that if the coal market softens his equipment is still worth more in scrap than he paid. He knows that our business foundation is sound and can and will survive economic downturns. During recent financial crises and recessions, Andy didn't panic. Instead, we focused on our existing business and welcomed 4,000 empty storage cars to our railroad because Andy had the foresight to never tear out tracks. Andy only builds.

And that's why this issue of our Magazine is so timely. Yes, we purchased a massive industrial complex of nine buildings on ten acres without existing rail infrastructure. Yes, we paid the asked-for price. But, what people don't immediately see is the vision.

Our new Nesquehoning Complex sits between our two divisions. It sits very close to the core of our booming passenger business in Jim Thorpe. It sits right off our Main Line that has been recently upgraded since its acquisition from Carbon County. Andy knows we are growing. Our traffic will be up 20% this year and we anticipate even greater growth in 2023. And he knows we are bursting at the seams in our current Port Clinton headquarters. We don't have the space to handle our growing freight car fleet, our huge locomotive fleet, our ever-expanding passenger car fleet, and our trucks and cars used by our employees to maintain our railroad and signals and get around our 400 mile system.

This is what an entrepreneur does. He takes risks. He sees the future and he takes concrete steps in the present day to prepare his company for that future even if others can't see that future or wouldn't spend that money in the present.

Andy Muller is the type of person the railroad industry, or any industry, needs. A visionary who takes risk and puts his money where he believes it will offer the best future return for his employees and his customers. And Andy Muller is the reason why Reading & Northern is keeping on track. ♦

Reading & Northern Railroad Introduces Nesquehoning Campus

The Reading & Northern Railroad acquired an industrial complex in Nesquehoning, Carbon County earlier this year in April. A portion of the former Kovatch Fire Truck Company's complex, this industrial complex has become the Nesquehoning Campus of the Reading & Northern.

The Nesquehoning Campus is ideally located in the middle of the Reading & Northern's 400 mile rail system. Situated along the mainline of the rail line formerly owned by Carbon County which the Reading & Northern purchased from the County in 2021, the Campus is well positioned to become a centralized location for expansion of railroad operations. With nine industrial buildings spread over ten acres, there is much needed room for growth multiple departments.

The Reading & Northern is in the early stages of plan development for its use of these buildings on Campus. In the pages that follow, we will share with you multiple Reading & Northern departments plans and facility developments on Campus. We are thrilled to introduce the Nesquehoning Campus in this Fall Issue of our corporate magazine.

Building 1

Building 1 is 4,371 square feet and is located at the western most side of the Nesquehoning Campus and was formerly used by KME Rev Group to test the water pumps on fire truck apparatus. Reading & Northern's plans for Building 1 to become an Equipment Shop to service rolling equipment on the Lehigh Line. Building 1 is also one of the buildings on Campus that has plans for rail installation. See Dan Pukzar's article on page 5. ♦



Building 1 exterior with three stall doors.



Building 1 interior.

BUILDING #1

Motive Power

BY: DUSTY BERNDT, VP MOTIVE POWER

The purchase of the former KME facility in Nesquehoning is considered a huge addition to the operations of the Reading & Northern Railroad. The acquisition is important for its location just along the railroad as well as it being nestled in an excellent location along our system. I was always aware of the facility, but never needed to take the time to soak in the size of the plot of land with the numerous buildings that cover it. When a small group of us from the railroad first viewed the site a few months ago after the completed purchase, it was quite impressive to see the buildings where the previous operation took place.

With the 2102 waiting next to the facility, Andy and much of the management team spent a few hours touring the buildings and inspecting the items that were included in the sale. We started in the current Building 1 and toured the whole facility to the end. As we approached Building 3, it was clear which building would one day be capable of rolling locomotives inside to perform various types of work. As we entered, I'm sure the first thing everyone saw was the multiple overhead cranes inside and hoped they were there to stay for our future needs. We tested the operation and had them all working. The spacious building is complete with a huge area for storage space of parts, large amounts of existing shelving, and some press and metal break equipment. The upstairs is equipped with plenty of office space and a large room that we could convert to a drafting/ document room in the future. Since the summer, we have taken advantage of our skills to repair and get the metal equipment working and functional. We have already used these machines to bend steel for various projects and we have bent Lexan to make new light fixtures for passenger coaches out of plain sheets.

I am looking towards a future of having locomotives roll inside the building and doing various types of heavy maintenance to them, but for now we are using the available space to store excess parts we have purchased. We have recently had the luxury of purchasing a variety of RDC spare engines and transmissions which got shipped to Nesquehoning from the origin of West Virginia. These items were loaded on two flatbed trucks and delivered directly to Building 3. The best part of the delivery was the capability of unloading the trailers inside the building while using the 10 ton overhead crane to lift the items off. This made the job very easy after the tough job of loading these items in the field with only the use of manpower and a small forklift. In the near future, I also plan to free up more space at Port Clinton to move two engine blocks for locomotives to be placed in storage at Nesquehoning. With the help of a future crane, we will load an engine on a flatbed trailer, transport to Building 3 and be capable of unloading the engine off the trailer with the help of the largest 20 ton crane inside the building. With these engines weighing in around 35,000 lbs., we should be able to make good use of this indoor crane.

So, with ownership being completed just months ago, we have already found many advantages to the building with its space and contents to assist in current locomotive and passenger coach projects. I am also planning to increase our indoor storage of parts for locomotives in this spacious facility until one day we will be capable of having an operating locomotive and passenger car repair shop in Nesquehoning! ♦

Mechanical Department

BY: DAN PUKSAR, AVP MECHANICAL



Exterior view of the Vehicle Shop at Nesquehoning Campus.

The addition of the Nesquehoning Campus has greatly changed the future of the Mechanical Department. With immediate space and a centralized location, it could not have been planned more perfectly than it has turned out. Mechanical will be utilizing three buildings initially and we occupied one as quick as we could.

Building 1 will become the Equipment Shop second location and once rail is installed within the building we will be able to make repairs on rolling equipment staged on the Lehigh Line much more efficiently. Currently we are using the facility to make repairs on heavy equipment that does not require setting on rail. The facility was previously used as a building to test the water pumps on fire truck apparatus so underneath the floor was an open water storage area which we easily converted into work pits to work under equipment.

Building 4 is also a mechanical building where Ernie, our lead vehicle mechanic, is located. Ernie Henritzy was the first mechanical employee to start reporting out of the Nesquehoning Campus. This location will provide much better service to our work crews north of Port Clinton. The need to make the drive from Pittston to Port Clinton will be no more. With the new vehicle lift on the way, Ernie will be able to do everything from oil changes to motor work out of Building 4. The facility also houses quite a few offices and additional workspace, such as a paint booth for body work on vehicles, and plenty of storage.

Building 5 will be utilized by mechanical for both heavy equipment and heavy truck repairs. The large engine bays are already equipped with oil reels, air lines, and small overhead crane. This space will be invaluable when it comes to our tractor trailer repairs, backhoes, etc. There are two drive through bays that are easily accessible for our drivers. Within the building you will also find a large paint booth and a massive sand blast cabinet. Both have already been used and proven to be very useful to our mechanics. We were able to finish the repairs to the RBMN lowboy trailer in house by using this facility for work that we would've otherwise had to sub out.

As we continue to grow as a mechanical group and as a company the Nesquehoning Campus will become even more invaluable to us. The overall space and abilities of the facility have already played a vital role in the mechanical departments. We will continue to outfit the buildings, assign local personnel to report out of this location, and use this space to broaden our abilities. ♦



Wheels for the RBMN lowboy ready to be sandblasted in Building 5.



RBMN BH-5 over the pit for service in Building 1.



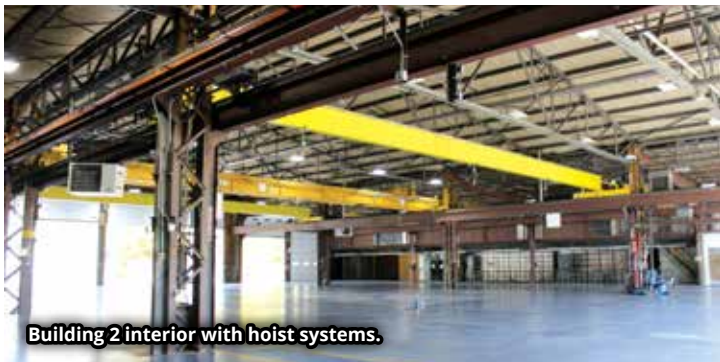
Ernie repairing the rail gear on the HRV-21 in Building 4.

BUILDING
#2

Reading & Northern Railroad Nesquehoning Campus



Building 2 exterior with eight stall doors.



Building 2 interior with hoist systems.



Building 2 interior with hoist systems.

Building 2

Building 2 is a two story building, 21,180 square feet and formally one of the final assembly buildings used by KME Rev Group. Building 2 is equipped with three 2 ton hoist systems, two 5 ton hoist systems and monorail system. For guests attending the Reading & Northern's Fall Fling, Building 2 is being prepared to serve as host to the fall fun event! ♦



December 2003, Therman poses along side a recently installed sign at Coalport. This was to mark the completion of Nesquehoning Bridge Phase 1.

A Tribute to Therman Madeira

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

This article is to pay tribute to Therman Madeira. Therman was by Andy's side since day 1 of the railroad. However, their relationship developed long before the railroad was even a thought.

Therman came to know Andy growing up in Hamburg, Therman was a few years older and lived up the street from Andy. They would see each other around town but would get to know each other a little better when they worked together in the mid 1960s at Garrett Industries in Reading. Andy had a summer job there and they would commute together, in fact Andy actually worked for Therman in that role. Therman would eventually sell some coins to Andy as the relationship developed and they became closer friends.

Therman began working for Andy part time in the coin business. In 1977 Andy's partner in his coin business suddenly passed away and it was at that point he approached Therman and asked him to work full time for him. Therman agreed and Andy promised Therman that if Andy was successful then he would be successful. From that point on Therman would become one of the best additions to Andy's team without question. Therman would prove it over and over again.

For the next six years Therman handled all kinds of duties for the coin business. He would have some great experiences there and in turn have some fun stories to tell, especially when the Hunt Brothers tried to corner the silver market and caused a frenzy in the silver business.

In 1983 Andy was at a local bar one night and heard that the railroad in his hometown of Hamburg was in jeopardy. So Andy decided that he was going to apply with the Commonwealth of Pennsylvania to become the operator of the 13 mile railroad between Temple and Hamburg, and the Blue Mountain and Reading Railroad was born.

At that point Therman's employment would go in a different direction for decades to come. Therman will admit that he initially wasn't much of a railfan nor did he know much about railroads, however, he was thrust into the role with Andy's new venture and would eventually gain a lot of knowledge on the subject.

Andy decided that he wanted to start running steam passenger business on the new line and so in the summer of 1985 that service was initiated. Therman's title was station agent but his duties took on many roles as is the case with any small business. Therman helped in every aspect to carry out Andy's vision to make it a Disney-like experience. Executing Andy's vision would take a lot of work and Therman was well known for putting plans or instructions together in plain English with every minute detail. He worked tirelessly.

So in the summer of 1985 the Blue Mountain and Reading Railroad would begin to run regularly scheduled excursions between Temple and South Hamburg. Steam locomotives 425 and 2102 were added to the roster around that time and became stars of the attraction. As quickly as the the service began BM&R would expand into operating offline trips using Conrail's tracks to get to locations like Jim Thorpe, Harrisburg, Philadelphia, Horseshoe Curve and Gettysburg. There were also trips operated on New Jersey Transit's tracks. Therman was involved in the planning and coordinating in all of these efforts. Railfan weekends and other excursions visiting the BM&R were also coordinated by Therman.

BM&R would also take on managing several other small rail lines from the Commonwealth of PA in the late 1980s. Excursion trips were also operated on those lines. Therman also got great experience in railroad tunnel work when extensive work was done on the Dillinger Tunnel near Vera Cruz, PA.

Therman was involved in so many rail related projects and once those flood gates opened there was constant action for decades to come.

Concurrent with the operation of the BM&R was Andy's pursuit of buying the 129 mile Reading Cluster from Conrail. Therman accompanied Andy many times to visit Wayne Michel in Philadelphia. Wayne was in charge of managing the shortline program for Conrail and was the ultimate decision maker for who would be in line to purchase rail lines Conrail wanted to divest of.

Finally in 1990 Conrail decided to sell the Reading Cluster to Andy and in December 1990 the Reading Blue Mountain and Northern began operation. Much of the newly formed railroad had branch lines and yards that were in deplorable condition. Throughout the decade Therman was a rock and someone Andy could count on to take on any role to keep the struggling railroad moving in the right direction.

The railroad began to grow and during the mid 1990s, RBMN had two more track acquisitions in 1992 and 1996. The railroad doubled and there was even more work piled on for the growing company. Therman was heavily involved in designing and working closely with contractors to get the offices, diesel shop, car shop and the steam shop constructed. There was never shortage of things to be done and Therman was never afraid to work. Therman handled purchasing at the railroad for many years. Therman was always meticulous with everything he did. Andy even used the term "Therman clean". This was a level of cleaning and organizing that was far beyond standard clean up that was good enough for most people.

Continued on page 8.

Continued from page 7.

Quietly in 1994 the passenger service on the old BM&R came to a close and all efforts were given to the freight railroad.

However, over the next decade we operated sporadic passenger excursions to Jim Thorpe and other local community events. Equipment would continue to be maintained and we even worked to get our full length dome car in service. Therman became an expert on procuring dome car glass and installing it, which is not an easy task.

In 2005 the railroad would again become heavily involved the passenger business with the newly formed Lehigh Gorge Scenic Railway. The new venture was based in Jim Thorpe. This time around Therman knew, as did Andy, that Jim Thorpe was a gold mine. Jim Thorpe had so much to offer with its Victorian downtown nestled along the Lehigh River. Therman was a veteran in this department and now had his previous experience to help guide him and his team to follow Andy's lead and build an extremely successful passenger operation.

Therman would work tirelessly over the next decade as we saw that business evolve. In 2007 steam locomotive 425 was returned to service after many years out of service. By this time the passenger department was very much in full swing and the railroad started working with more communities in our nine county reach.

The passenger department would really start to grow over the years as more support was needed for the evolving passenger department. Eventually our

passenger office staff moved to the Schuylkill Haven station and we hired more staff to handle maintenance of our growing fleet. Therman was intimately involved in the development in the passenger business we operate today.

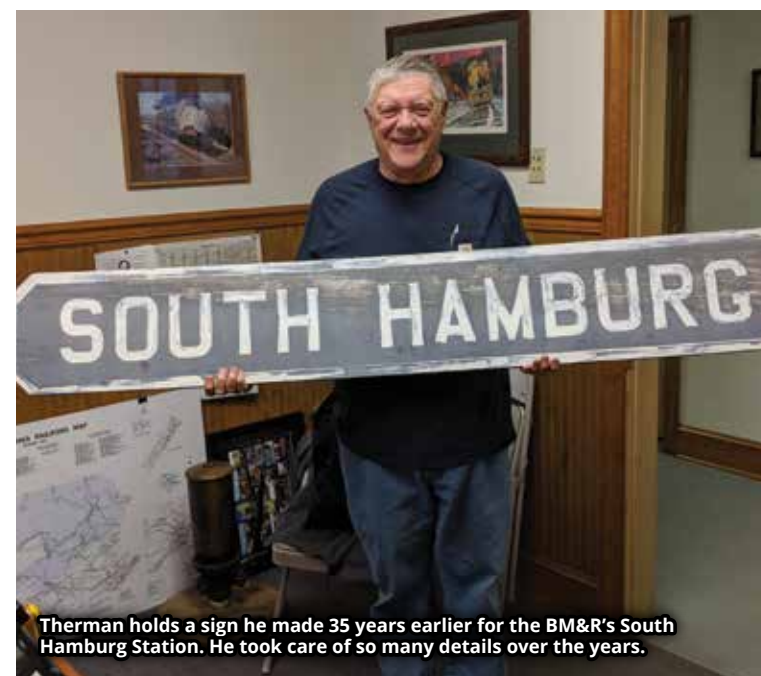
Although Therman would officially retire in late 2020 he would still be around at the railroad from time to time. He would also accompany Andy when the railroad was looking to expand its fleet as the Iowa Pacific Holdings passenger equipment was being liquidated.

Therman and Andy have been close companions since the mid-1960s. Therman has been by Andy's side in many capacities since that time. Therman was always with Andy whether it was a meeting with a politician, looking at something to buy or just out and about looking at various things along the railroad. He also traveled with Andy to several continents. Therman was with Andy so much that on the rare occasion Therman was not there, inevitably someone would ask where he was.

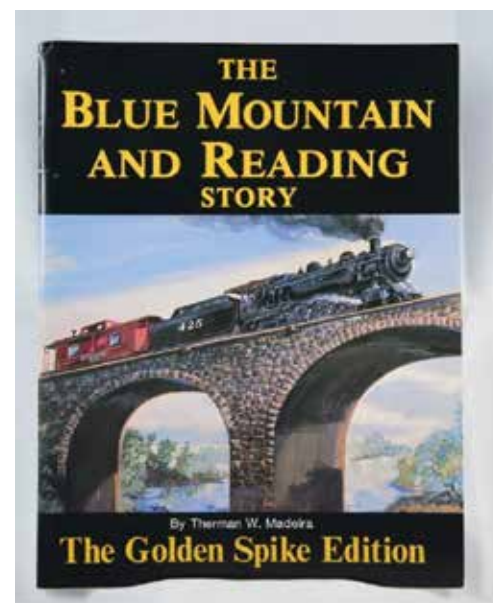
Therman became a fixture at the railroad and has helped build the company into what it is today. Therman has earned the respect of so many folks, coworkers and otherwise, during his tenure at the railroad.

If you know him, this does not come as a shock. If you are just learning about him know that he is one of finest people you can meet. He can hold a conversation with anyone, he has so many interests and a great personality. Therman would give you the shirt off his back.

You should also know that this railroad is forever indebted to Therman for his loyalty and dedication. We love him very much!!!♦



Therman holds a sign he made 35 years earlier for the BM&R's South Hamburg Station. He took care of so many details over the years.



Therman is an author too! Therman published a history of the Blue Mountain & Reading in 1985, "The Blue Mountain and Reading Story".



Therman is shown at the Temple Station filming a promotion shortly after passenger service began on the BM&R. Photo by Gregory D. Pawelski.



Table Top Exercise at the Port Clinton Classroom.

Safety Always

Hazmat Training Part 2

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY

In the last R&N Magazine I wrote about the train the trainer hazmat program that the Short Line Safety Institute hosted at Port Clinton. The program was very educational. To build on that training, they came back in October with three experts to present Railroad Emergency Preparedness Training and HazMat Table-Top Exercise. The facilitators came with extensive experience in rail and fire emergency response.

As part of our safe transportation of hazardous materials we do yearly training and testing for all our train crews. In addition, we took the opportunity to participate in proactive training for emergency situations. Members of Transportation, Police, Mechanical and Locomotive participated in the exercise.

The purpose of the Table-Top Exercise was:

- Examine current policies, procedures, resources, and actions in the context to a response of a HazMat Incident on the RBMN.
- Promote greater understanding and ability to apply the Incident Command System procedures at an incident site.
- Identify areas during the exercise that need support and further structuring.

The exercise went very well with all the participants fully engaged. Each department offered their expertise for the situation while the instructors played the external stakeholders' roles. Everyone came away from the course with a better understanding of their personal responsibilities as well as how everybody else fits into the response.

As stated by the Association of American Railroads, freight rail is the safest mode for hazmat. The RBMN is committed to continuing our safety always attitude in all our operations. ♦

Reading & Northern Railroad Nesquehoning Campus



Existing track in Building 3 interior.



Building 3 interior with crane systems.

Building 3

Building 3 is a two story building, 33,887 square feet and also formerly one of the final assembly buildings used by KME Rev Group. Building 3 is being utilized by the Reading & Northern Locomotive team with future plans to perform various work on rolling locomotives. Building 3 has track already inside (that will need to be dug out and configured to the additional track the Reading & Northern plans to install in the future). Building 3 is equipped with a 10 ton crane, two 7.5 ton cranes, four 2 ton cranes and monorail system. See Dusty Berndt's article on page 5. ♦



Building 3 exterior with six stall doors.

Home Sweet Home

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY



A new "Maintenance of Way" sign marks the new home of MOW at the Nesquehoning Campus.

A new chapter in Reading and Northern's history has begun with the purchase of the new Nesquehoning Campus located along our Mainline. This acquisition will forever change not only the way the railroad operates, but specifically how Maintenance of Way functions as a department. This new facility will house our main MOW yard, where most of our materials such as rail, ties, spikes, plates, and joint bars will all be stored. Previously, this material has been stored at multiple yards across our system. Material will now be slowly transitioned to Nesquehoning. MOW has also taken over one of the buildings for our trucks, tool storage, and office space. The increased space, both indoor and outdoor, gives MOW not only a home today but room to grow into whatever the department's needs are in the future. This will allow MOW to consolidate our locations as the increased availability of space eliminates the need for personnel and material at both our Tamaqua and Jim Thorpe yards. Although not heavily utilized by MOW, we will move all MOW components from these locations and have all personnel report to the new building.

This new facility not only gives MOW a new headquarters but also puts MOW to work as the campus will require another secondary track along our main with an extensive layout of switches and yard tracks to feed the three other departments buildings (Engine, Passenger, and Equipment shops) who need rail access. Each one of these buildings will require dedicated tracks not only to their building, but tracks going through the shops so RBMN's fleet of cars, locomotives, and on rail equipment can be properly maintained and serviced.

While a new chapter begins, many pages will soon be filled with details on the progress of the new campus layout. MOW looks forward to providing updates in future magazines to only show off our new building & yard, but also all the work that will go into the new track infrastructure. ♦

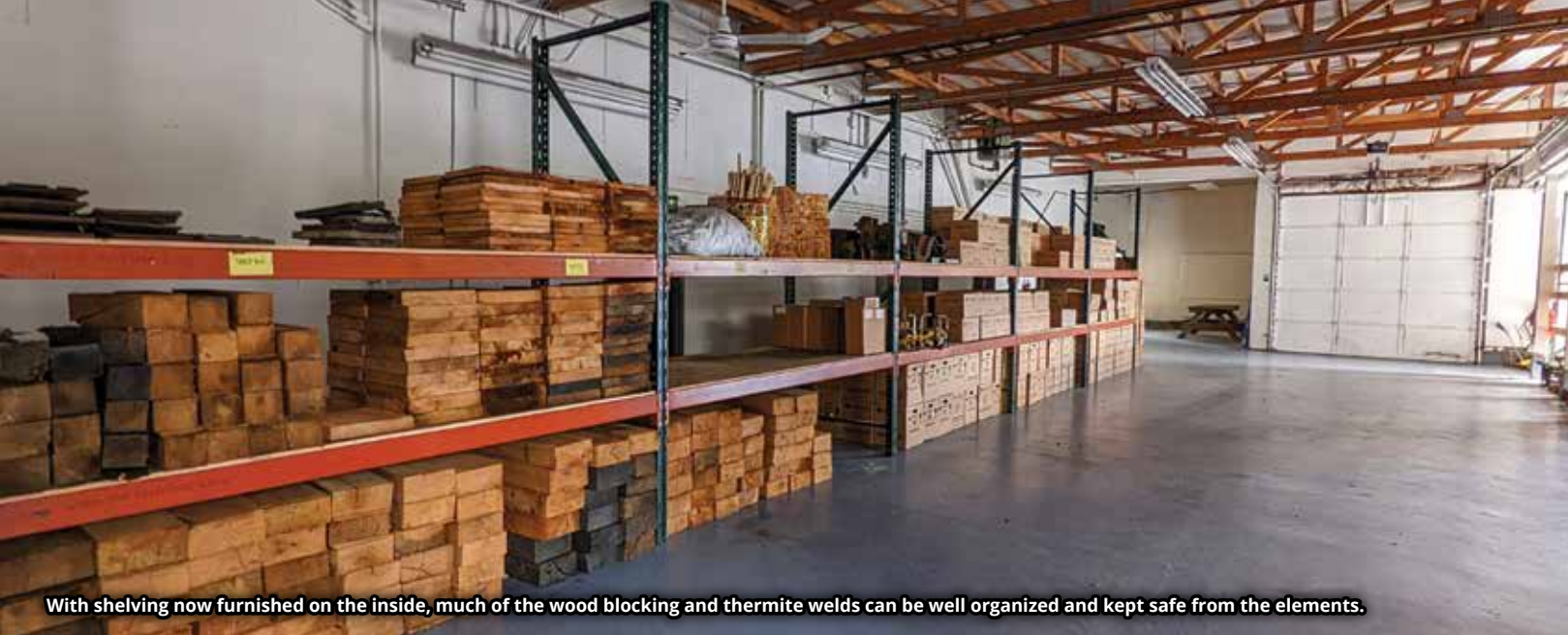
Pictures continued on page 12.



The MOW material yard at the Nesquehoning Campus begins to take shape as rails and ties start to be stored there.



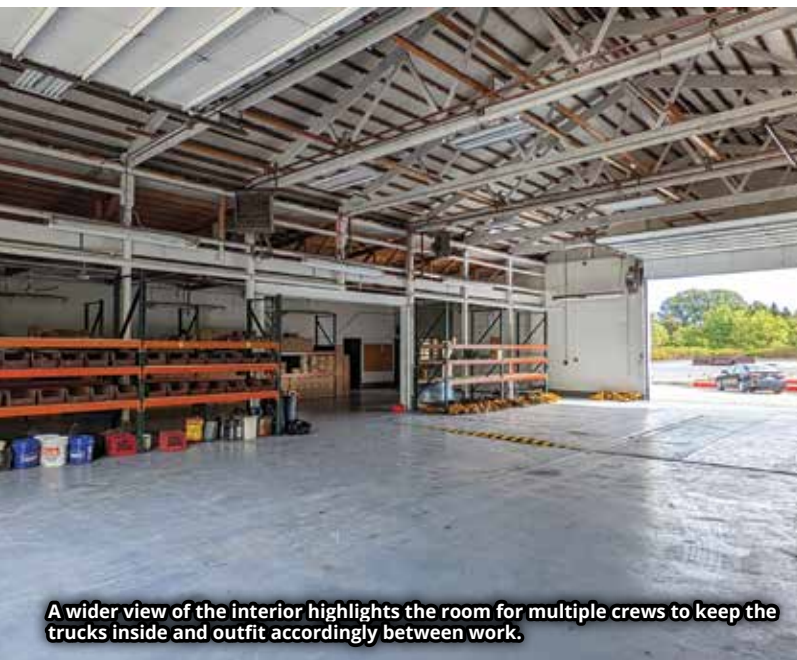
Chuck Carl places sorted bolts into their respective bins in the new MOW building.



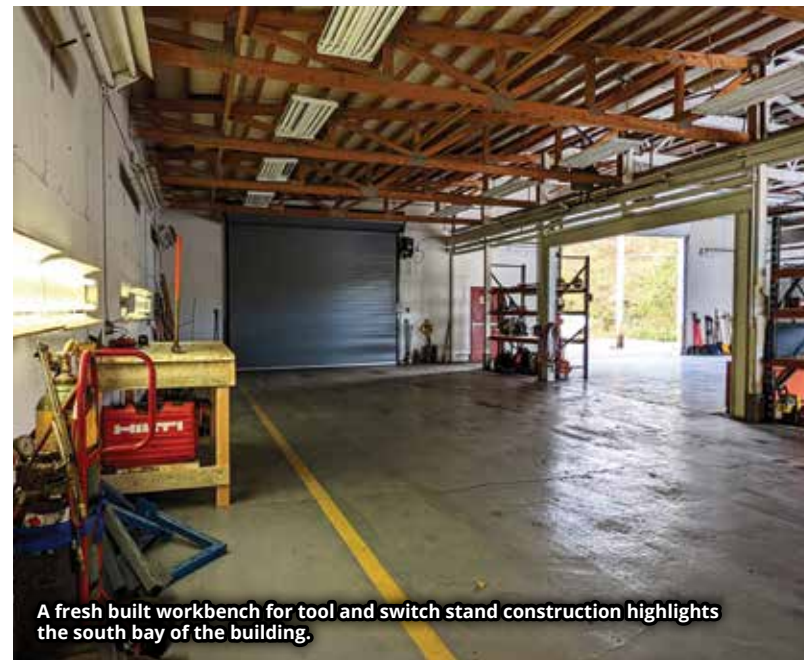
With shelving now furnished on the inside, much of the wood blocking and thermite welds can be well organized and kept safe from the elements.



A photo of the outside before MOW laid its claim.



A wider view of the interior highlights the room for multiple crews to keep the trucks inside and outfit accordingly between work.



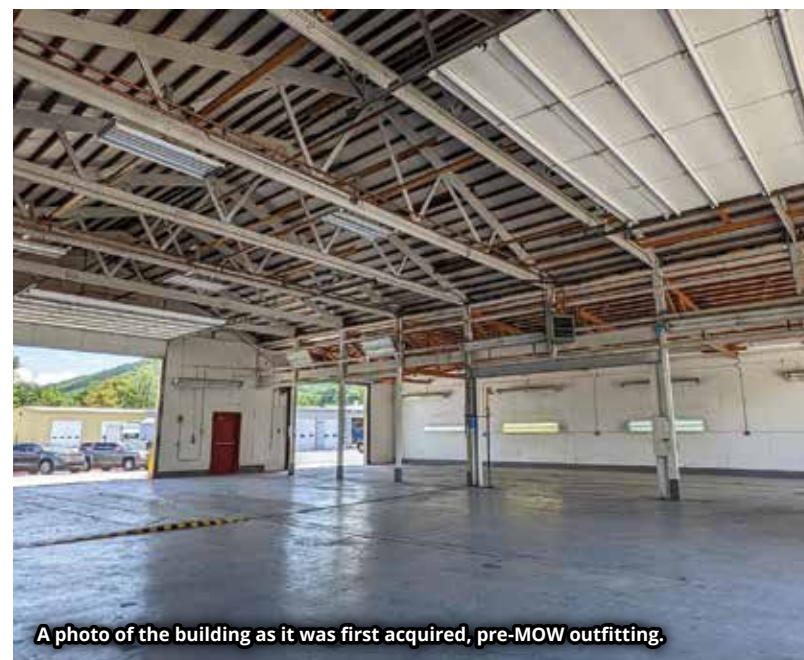
A fresh built workbench for tool and switch stand construction highlights the south bay of the building.



Brandon Kalbach and Abram Kemmerer construct some tools in downtime on the new workbench constructed in the Nesquehoning Campus.



Track bolt storage has been well organized as seen by the neatly labeled bins and buckets.



A photo of the building as it was first acquired, pre-MOW outfitting.



Corey Hamm restocks the thermite truck and assembles a new torch inside the new MOW building.



John Brown and Chucky Carl bring in bins of trackbolts that need to be sorted and placed into the new organized shelving.

Passenger Updates & Restoration Projects

BY: MATT FISHER, PASSENGER GENERAL MANAGER



RDC 9167 was first piece of equipment to receive work at West Cressona, late summer 2022.



Painters not only take on coaches and locomotives as projects, but also facilities. Seen on left is Cameron Odell painting clock tower with Jarred Strohl.

The Lehigh Gorge trains are setting similar ridership and revenue numbers as the 2021 season, our most successful to date. Ridership continues to be strong at Jim Thorpe and it is anticipated that the Santa Train season will be busier than ever before. This is partly due to placing additional coaches into service; the equipment Reading and Northern has purchased over the last two years.

On the Reading side of the passenger business, all four Reading and Northern Rambles with steam locomotive 2102 have sold out and were quite the events for all involved to remember. The Rambles brought in additional ridership and revenue that supplemented the regular Saturday and Sunday Rail Diesel Car trips from Reading Outer Station to Jim Thorpe.

The Rambles also required an extensive amount of passenger equipment to accommodate the thousands of passengers in several different seating classes. The largest of the Rambles was over 20 cars long. A record train length in recent years for the Reading and Northern, pulled very easily and solely by locomotive 2102. Yet again, many of the coaches the railroad purchased over the last two years have been placed into service.

To continue upgrading passenger equipment, hauling more passengers, and making more profit, the railroad must focus on restorations and upgrades to the fleet. It is great that national organizations such as Heritage Rail Alliance has seen all the accomplishments Andy Muller, Jr. and the Reading and Northern have attained in recent years. Please see the page 15 article, "Andy Receives 'Friend of Restoration' Award".

The Restoration and Paint department has been at the core of the passenger success. Recently the department moved most operations to West Cressona. The newly completed shop is a great location for work on the passenger equipment. The first unit to be fixed in the shop was Rail Diesel Car 9167, it needed HVAC and engine work before returning to service. The passenger mechanics and HVAC contractors began work on 9167 the week of July 25. West Cressona is a great location for railroad crews to work, staying out of the way of other important projects being conducted in Port Clinton.

After RDC 9167 left West Cressona, dome car 5 "The Sky Top View" made its home at the new shop. Six of the rooftop glass pieces need to be replaced, and the new shop was the perfect location to do all the work. This dome was bought at a very low price at a recent railroad auction, and needed window, interior, and paint work. The dome is just about ready to go "out into the wild" and begin revenue service on the Lehigh Gorge trips in Jim Thorpe.

In the meantime, one standard coach (number 215 "Old Penn Haven") and one crown class coach (number 451 "Rattling Run") were restored at West Cressona. These two coaches needed much less work and were turned over to the passenger department in only a few weeks.

I can't help but think when a Rambles train passes the amount of time and money that went into the restoration of this equipment. There are many challenges that come with restoring railcars that are nearly a century old. It takes co-operation of many departments to make the necessary mechanical and cosmetic repairs to the cars. This is coordinated by Meg Pursel and Zach Frye who manage the Paint and Restoration Department. Meg noted "We're so fortunate to have some very talented craftsmen among our crew. The pride they take in their work is evident in the finished product."

Restoration technicians are all relatively new to the company, between six months and two years of tenure. The crew includes Zach Frye, Jarred Strohl, Cameron Odell, Corey Rehrig, Jason Sanchez, and Jenn Kreig. Several contractors work with the department including Carl Schwenk, Deb Schwenk, Carla Wingle, and Angie Dolla. The passenger facilities employees also keep the projects moving. Those employees include Briar Stern, Ryan Frederickson, Billy Yanoshik, and Colin Gipe.

The railroad will continue to work on many projects throughout the winter. This paired with record ridership heading into December means that the passenger department has a bright future ahead. Please check out the websites for current updates: www.lgsry.com and www.rbnrr-passenger.com. ♦



Left to Right: Zach Frye, Corey Rehrig, and Jason Sanchez are seen in front of latest project at the West Cressona Restoration Shop.

Andy Receives 'Friend of Restoration' Award

BY: MATT FISHER, PASSENGER GENERAL MANAGER

The Heritage Rail Alliance had its first fall conference in over two years. This year the conference was centered in Hartford, CT at the Bradley International Airport. Why a rail conference at an airport you might ask? Simple, representatives from railroads, rail museums, and non-profit organizations around the US and Canada attended, so the Sheraton at the airport was the perfect place. The several days conference spent time at Southern New England rail attractions. There were guest speakers on various topics, including Reading and Northern Steam volunteer Brain Messenger who spoke about customer service. The main event occurred Saturday, September 10. Many awards were given for specific projects around the country. Also, awards were given to influential people in the industry. Andy Muller, Jr being one of them for "Friend of Railway Preservation".

Andy was unable to attend the ceremony. Tyler Glass and I attended and spoke on behalf of Andy. It was a great event to meet new people in the industry and socialize with those who we knew, but so infrequently see.

This award was given to rail industry leaders in the past several years. Andy and the Reading and Northern were very deserving of this award in 2022. Millions of dollars have been spent in recent years to get the 2102 back out and running, but also to buy nearly 20 pieces of equipment for the passenger department to use on various tourist excursion trips. Please read the restoration article which goes into detail as to what the paint and restoration department have been working on in summer and early fall for more details.

Thank you to Andy and the Muller family for continuing to believe in the passenger department. It has become not only a hobby to run passenger trains, but a core piece of the Muller business.

With more trains, equipment, and routes in the planning stages for 2023, the need to restore the equipment is greater than ever. I am looking forward to continuing working with Andy restoring and preserving the equipment, and more importantly, sharing the memories with all of you and the general public for years to come. Congratulations Andy! ♦



THE COLEBROOKDALE RAILROAD
PRESERVATION TRUST

Empowering People Through Preserving Heritage

August 17, 2022

The Employees of the Reading, Blue Mountain, & Northern Railroad
Post Office Box 218
Port Clinton, Pennsylvania 19549

To Our Friends at the Reading and Northern,

On behalf of the family of Colebrookdale Railroad employees and volunteers, please accept my heartfelt congratulations both for the extraordinary excursion this past Saturday and for the incomparable progress over the past two decades making it possible.

The proud journey of 425 and 2102 from Reading through the coal-laden hills of the Pennsylvania countryside affirms a shared past whose superlatives are too often discounted, when Reading was the center of the railway universe and Pennsylvania anthracite fueled America.

More importantly, however, Saturday's epic adventure fires the imagination about what is to come; 425 and 2102's charge into infamy celebrates the unlikely rise of an incredible railroad through sheer resolve. At no time since the fall of the great railroad empires has one railroad company single-handedly beat back the demons of post-industrial decline and bureaucratic malaise for an entire region in the way your company has. Through your efforts, the R&N is now the standard-bearer for the nation's freight and passenger railway industries; it is the operation to which all others—including the Class I's—aspire. Through your efforts, a new generation of railroaders will pick up the torch where we leave off, meaning our work will not end with us. Through your efforts, the R&N has reestablished for Pennsylvania its historical place as the center of the railway universe.

The mighty march of those locomotives, the 1000 smiling faces in the coaches trailing them, and the toil and grit of the R&N employees behind all of it—these are testaments to the uncommon and inexorable vision of your enterprise and affirmation that the R&N will continue to change Pennsylvania history forever. For that, we are all in your debt.

Thank you,

Nathaniel C. Guest, Esq.
Executive Director
Colebrookdale Railroad Preservation Trust

100 SOUTH CHESTNUT STREET | BOYERTOWN, PENNSYLVANIA 19512 | 1.866.289.4021

"The Road of Anthracite"

FOR IMMEDIATE
RELEASE:



**New Crown Class Seating
Available on Lehigh Gorge
Trains in Jim Thorpe**

Port Clinton, PA – August 8, 2022

An updated passenger coach has been added to the Lehigh Gorge trains in Jim Thorpe, PA. Coach number 450, "The Pagoda", is named after the famous Reading Pagoda found just south of the City of Reading. Referred to as a heavy-weight 6 axle car, it was originally built in the 1920s for the Illinois Central Railroad. The passenger coach was recently purchased in an auction of rail cars by the Reading and Northern Railroad.

"The Pagoda" looks nearly brand new, it was the focus of the railroad's restoration and paint department earlier this summer. The roof and exterior were painted to match the rest of the passenger fleet on the Reading and Northern. The inside of the car was thoroughly cleaned, and the extra-large comfortable seats are in the process of being refabricated.

The coach is currently being placed in the 70-minute Lehigh Gorge train service. The Lehigh Gorge trains run daily out of historic downtown Jim Thorpe. Tickets for this Crown service cost \$22 per adult, \$10 per child aged 3 to 12, and free for children aged 2 and under.

The service is a big hit due to the brand-new air-conditioning system that was placed in the coach by the railroad this year. The AC/Heating system built by Northwest and installed by railroad contractors and employees keeps the air temperature inside the cabin of the coach to a constant 72 degrees.

Crown seating featuring "The Pagoda" is available now through the rest of the season. Tickets can be purchased at www.lgsry.com, or the day of the trip at the ticket booth next to the train station in Jim Thorpe. Tickets are sold on a first come, first served basis.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 75 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It has expanded its operations over the last 30+ years and now handles over 40,000 carloads of freight and 250,000 excursion train riders over 400 miles of track. Reading & Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,400 freight cars, and employs nearly 300 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation including being named Regional Railroad of the year in 2020 by Railway Age Magazine. ♦



Sergeant Ryan Parks and Detective Connor Hedrick at the RBMN tent.

**Reading & Northern
Railroad Police
Participate at First Annual
Berks County First Responders Event**

BY: SERGEANT RYAN PARKS

The Reading and Northern Railroad was invited to participate in the First Annual Berks County First Responders Fair which was hosted and held at Cabela's in Hamburg, PA on September 24th, 2022. First Responders including Police, Fire, and EMS from surrounding counties were invited to participate to allow the community to come out and meet with various responders and see their equipment. Many agencies showed up to provide a little insight into who they are and what they do. Berks County Sheriff's K-9 units showcased their K-9's, a mock accident scene was set up to allow those at the fair to see how First Responders respond and interact at the scene. Also at the fair were various food trucks, a dunk tank, bounce house, many games and events for children and adults, raffle table, and fireworks to end the night.

The Reading & Northern Railroad Police Department took this opportunity to set up a tent to showcase some of the train rides we offer as well as answer questions about who we are and what we do as railroad Police Officers. Our Passenger Department provided free souvenirs and gifts for children and adults to bring home something unique from our railroad. Marie Knadler did a fantastic job putting together four baskets containing tickets for various train rides and merchandise which were donated to the raffle table and all profits from the many items at the raffle table went to Military Keystone Families, animal rescues, and the Hamburg Fire Department. We also took this opportunity to spread awareness on rail safety through Operation Lifesaver. Detective Hedrick is certified as a RISC instructor through OLI and provided children and adults free key chains and safety information thanks to Pennsylvania's Operation Lifesaver coordinator Brock Kirchner. Dave Baldwin who works within our Passenger Department is also a volunteer with Operation Lifesaver and assisted at the event. This was a great day for all involved and we were happy to be a part of this event to help build strong relations within the community that our railroad travels through. ♦



Raffle baskets prepared by RBMN Passenger Department.

Reading & Northern Railroad Nesquehoning Campus

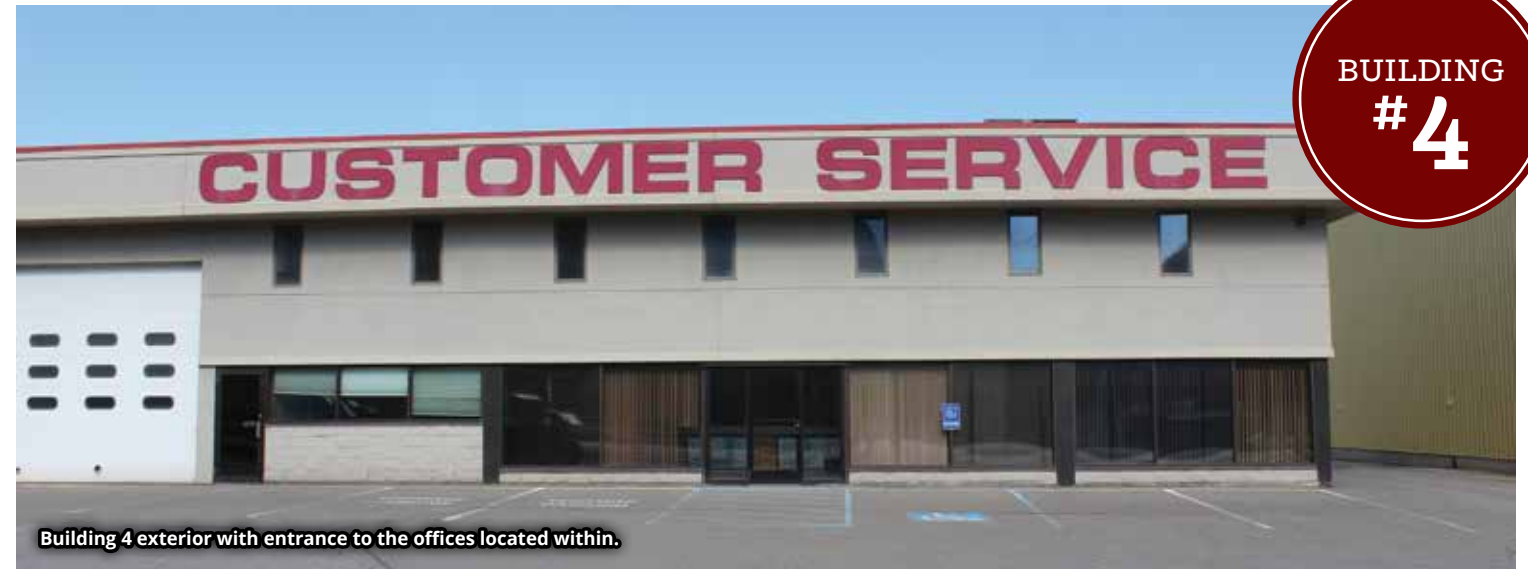
Building 4

Building 4 is a two story building, 19,254 square feet and formerly a service building for KME Rev Group. Building 4 has plans to become a full service vehicle shop facility to service work crews on our Lehigh Division, or anywhere north of Port Clinton headquarters. Building 4 is equipped with four 2 ton cranes. See Dan Puksar's article on page 5. ♦

BUILDING
#4



Building 4 exterior with four front facing stall doors and three east facing stall doors.



Building 4 exterior with entrance to the offices located within.



Building 4 exterior being protected by the now landmark "Tank".



Building 4 interior already being utilized by RBMN Vehicle Shop.



Building 4 interior with office space.



Building 4 interior with office space.

Reading & Northern Railroad Nesquehoning Campus



**BUILDING
#5**

**Reading & Northern Railroad
Nesquehoning Campus**



Building 5 exterior with three stall doors.



Building 5 interior.



Building 5 interior.

Building 5

Building 5 is a 5,827 square foot building and also formerly a service building for KME Rev Group. Reading & Northern has plans to use Building 5 for heavy equipment and truck repairs, with great benefit for servicing our tractor trailers and backhoes. Building 5 is also set up with a few office spaces. See Dan Pukzar's article on page 5.

RBMN Anniversaries

10 YEARS



AUGUST 13, 2012
TAMMY DEBKOWSKI
FINANCE ASSISTANT - FINANCE



SEPTEMBER 11, 2012
DAVID LAPALLO
ENGINEER/CONDUCTOR - OP.

5 YEARS



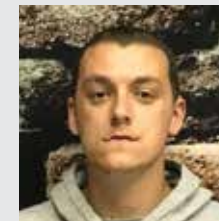
AUGUST 10, 2017
TYLER GESCHWINDT
CAR HOST/CON. - PASSENGER



SEPTEMBER 11, 2017
LYNN ENGLE
ADMIN. ASSISTANT - MOW



OCTOBER 3, 2017
MICHELE DAUB
CUSTOMER SERVICE MGR.



OCTOBER 23, 2017
RYAN TREXLER
ADMIN. - OPERATIONS

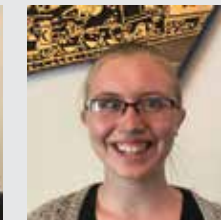


OCTOBER 23, 2017
SAMUEL WILLS
ADMIN. - SIGNALS & COMM.

3 YEARS



AUGUST 7, 2019
COREY HAMM
THERMITE WELDER



AUGUST 27, 2019
TIFFANY HOWELL
TICKET AGENT - PASSENGER



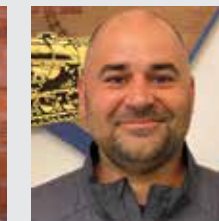
SEPTEMBER 9, 2019
JEFFREY RHODES
A&P MECHANIC & PILOT

SEPTEMBER 12, 2019
MARCUS SEARS
RANCH HAND - MOON LAKE RANCH

1 YEAR



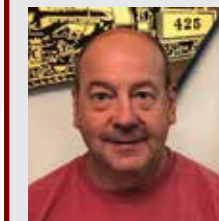
AUGUST 24, 2021
VIRGINIA PIZZIA
CAR HOST/TKT AGENT - PASS.



AUGUST 30, 2021
TIMOTHY MATUSHONECK
CONDUCTOR - OPERATIONS



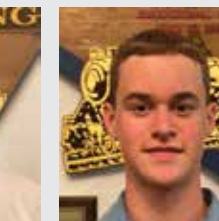
AUGUST 30, 2021
ZACHARY FRYE
ASSISTANT MANAGER - PAINT



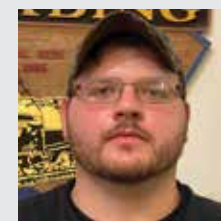
SEPTEMBER 14, 2019
STAN NESTOR
CAR HOST - PASSENGER



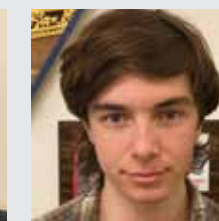
SEPTEMBER 25, 2019
MICHAEL FRIDAY
MECHANIC - MECHANICAL



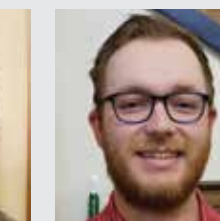
OCTOBER 7, 2019
CHARLES TRUSDELL III
LOCOMOTIVE ELECTRICIAN - MECHANICAL



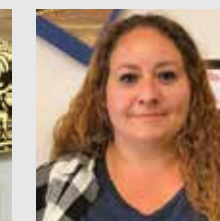
SEPTEMBER 7, 2021
DEREK REBER
TRACKMAN - MOW



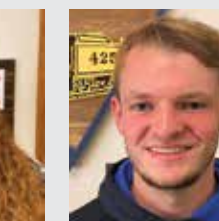
SEPTEMBER 13, 2021
CAMERON ODELL
PAINT & RESTORATION TECH. - PAINT



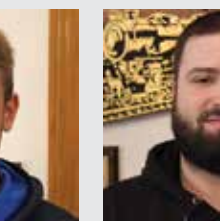
SEPTEMBER 29, 2021
JOSHUA CASCARELLA
DIRECTOR - READING PASSENGER DIVISION OP.



SEPTEMBER 30, 2021
JENNIFER KRIEG
PAINT & RESTORATION TECHNICIAN



OCTOBER 11, 2021
JOHN JENNINGS
CONDUCTOR - OPERATIONS



OCTOBER 13, 2021
DANIEL WEBBER, JR.
TRACKMAN - MOW

HAPPY BIRTHDAY

NOV. 2.....MARGARET KNADLER	NOV. 27.....DAVID BALDWIN	DEC. 29.....YASHA SIDDIQI
NOV. 5.....JEFFREY KNADLER	NOV. 28.....REBECCA ENGLE	DEC. 30.....RUSSELL SCIANNA, JR.
NOV. 5.....JAMES WOLF	NOV. 28.....DOMINIC DEEBLE	JAN 1.....LOUIS BUGNO
NOV. 5.....JENNIFER KRIEG	NOV. 29.....TIMOTHY WILLIAMS	JAN 1.....DAVID HLADKY
NOV. 5.....KRISTEN MCGOWAN	DEC. 2.....STEVEN WERLEY	JAN 1.....BRIAR STERN
NOV. 6.....MARIO CARANNANTE	DEC. 3.....CODY HENN	JAN 2.....DUSTIN BERNDT
NOV. 9.....BRIAN BARNES	DEC. 5.....JUSTIN HUGHES	JAN 3.....NICHOLAS ALBERSWERTH
NOV. 9.....MATTHEW MCGINNIS	DEC. 5.....AARON AIGELDINGER	JAN 4.....JOSEPH MALSON
NOV. 9.....ROGER MESZAROS	DEC. 7.....CHRISTOPHER HOLLAND	JAN 5.....JOSEPH GRAMLICH
NOV. 10.....DAVID KITTNER	DEC. 9.....FRANCIS DENNIS	JAN 6.....RYAN LAMM
NOV. 12.....RICHARD BUTTERWORTH	DEC. 12.....DAVID HAFER	JAN 15.....KEVIN FRY
NOV. 16.....EVAN GETZEY	DEC. 12.....SUSAN LUDWIG	JAN 17.....DAVID J. LAPALLO
NOV. 17.....LARRY CURVEY	DEC. 14.....KEVIN BOYKO	JAN 17.....ELIJAH WILSON
NOV. 17.....TOD WARNER	DEC. 14.....BLAKE HANDLING	JAN 21.....SABINE FIDLER
NOV. 18.....JEFFREY BRUNNER	DEC. 14.....JEFFREY RHODES	JAN 21.....ANDREW ZEHNER
NOV. 20.....RIAN NEMEROFF	DEC. 15.....ALEC HUMES	JAN 21.....TY MCFARLAND
NOV. 20.....JOHN RIZZO	DEC. 16.....RYAN BAUSHER	JAN 21.....BROCK REGNIER
NOV. 20.....JASON WINWOOD	DEC. 16.....DONALD MATTER	JAN 22.....MICHAEL CAPRON
NOV. 21.....MIKE EVANGELISTA	DEC. 17.....CALVIN GERHARD	JAN 25.....JOHN JENNINGS
NOV. 21.....MICHAEL FRIDAY	DEC. 17.....LUCAS REICHARD	JAN 26.....AARON SCHWEIBINZ
NOV. 21.....MATTHEW STABINGER	DEC. 17.....JAMES SOMERS	JAN 27.....MARIE KNADLER-CUNNINGHAM
NOV. 23.....KARONY BORGER	DEC. 19.....ANDREW DAVIS	JAN 28.....JACK WASSEL
NOV. 23.....RON PAPIERCAVICH	DEC. 19.....JOSHUA LAUGHLIN	JAN 29.....ANGELA POTTS
NOV. 23.....MARGARET PURSEL	DEC. 20.....JACK HURLEY	JAN 29.....RAYMOND SCHWENK
NOV. 24.....LORI CHINCHAR	DEC. 22.....BROOKE ZELLNER	JAN 30.....DENISE YOUPA
NOV. 25.....CARTER JONES	DEC. 23.....JASON SANCHEZ	

Reading & Northern Railroad Nesquehoning Campus

BUILDING
#6



Building 6 exterior.

Building 6

Building 6 is a two story building, 6,594 square feet, and formerly the sales building of KME Rev Group. Both first and second floors are set up for office and conference spaces. The Reading & Northern plans to continue to use this building for offices and meeting center.

2022 RBMN Scholarship Recipients



Daniel Chinchar is the son of Daniel Chinchar, Jr. and Lori Chinchar. Lori is the Director of Customer Service. Daniel is attending Elizabethtown College in Elizabethtown, PA. He is pursuing a Bachelor of Science degree in Electrical Engineering and is currently in his senior year. Upon receiving the award announcement, Lori stated, "This is amazing news, and we are very grateful for the support and generosity of our work family."



Jennifer Frederickson is the daughter of Shane and Lisa Frederickson. Shane is a Steam Mechanic and Engineer with the company. Jennifer is currently attending Penn State University in State College where she is a Junior majoring in Business Management. Jennifer writes, "I would like to thank you all for awarding me with your generous scholarship. This award is very much appreciated and will be put towards good use as I continue to pursue a degree in Business Management at Penn State University. Again, thank you so much for this opportunity!"



Adyson Johnson is the son of Lieutenant Matthew Johnson and Deanna Johnson. Matthew is VP of Asset Management and Community Affairs, and Deanna is CFO of Muller Rare Coins and Fine Jewelry. Adyson is currently attending Temple University in Philadelphia where he is a Sophomore pursuing a degree in Biology on the Pre-Med track. Adyson says, "I am really honored to receive this scholarship. I would like to thank the Reading and Northern Railroad for this scholarship, it is really going to help me financially. I would also like to thank my family for always being on my side and supporting me throughout college."

Congratulations to Daniel, Jennifer, and Adyson!

WELCOME ABOARD

New Employees!



Francis Dennis

Francis Dennis was recently hired as a Facilities Manager for our Nesquehoning Campus. He attended Jim Thorpe High School. Prior to working at RBMNR, Francis was in Maintenance at KME REV Group for 31 years. He likes to hunt, fish, and play basketball.



Matthew Kunkle

Matthew Kunkle was recently hired as a Signal Maintainer within our Signals and Communications Department. He attended Palmerton Area High School. Prior to working at RBMNR, Matthew was a Signal Maintainer for Norfolk Southern for three years and a Driver for Republic Services for two years.



James Tillou

James Tillou was recently hired as a Real Estate Inspector within our Real Estate Department. Prior to working at RBMNR, he was a Palletizer at Bluetriton.



Amber Peiffer

Amber Peiffer was recently hired as a Conductor within our Operations Department. She attended ELCO High School.



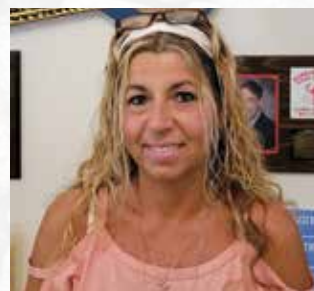
Sherry Primrose

Sherry Primrose was recently hired as a Customer Service Manager within our Traffic Department. She attended Mahanoy Area High School and LCCC. Prior to working at RBMNR, Sherry was a Staffing Manager and Payroll Designee at The Laurel Center Genesis Healthcare for 23 years. Sherry has two beautiful little girls who she says are her whole world.



Brian Wolfe

Brian Wolfe was recently hired as a Carman within our Mechanical Department. He attended Cedar Crest High School and Lebanon County Career and Technical School. Prior to working at RBMNR, Brian was a Maintenance Specialist for TTX Company for ten months. Brian likes to go kayaking. He also likes to volunteer at the county fair in his area and give back to the community.



Linda Seigel

Linda Seigel was recently hired as an Accounts Receivable Assistant within our Finance Department. She attended North Schuylkill Jr./Sr. High School. Prior to working at RBMNR, Linda was an Office Manager at IMG PC Surgery for over 29 years. Her son is a Conductor at RBMNR. Linda says she is a proud USMC veteran mom. Linda likes to dance, listen to music, read, and spend time with her family.



Jack Kalinich

Jack Kalinich was recently hired as a Trackman within our Maintenance of Way Department. He attended Pottsville Area High School and Welding Training and Testing Institute. Prior to working at RBMNR, Jack was a Welder and Fabricator at T and E Welding for one year. He enjoys hunting and fishing.



Edward Coll

Edward Coll was recently hired as a Car Host within our Passenger Department. He attended Marian High School and Penn College of Technology. Prior to working at RBMNR, Edward was a Production Technician for Mack Trucks for 22 years. Edward says he is more of an aircraft hobbyist, but trains are fascinating.



Kaitlyn Bechler

Kaitlyn Bechler was recently hired as a Car Host within our Passenger Department. She attended North Schuylkill Jr/Sr High School. Prior to working at RBMNR, Kaitlyn was a Parts Puller at Jeldwen for two months. Kaitlyn plays four instruments. She loves musicals and spending time with family and friends.



Joshua Shields

Joshua Shields was recently hired as a Trackman and Locomotive Engineer within our Maintenance of Way and Operations Departments. He attended Arden High School and Burlington County Community College. Prior to working at RBMNR, Joshua was a Track Foreman and Locomotive Engineer at Middletown and New Jersey Railroad for eight years.



Nathan Zeigler

Nathan Zeigler was recently hired as a Prentice Truck Driver within our Maintenance of Way Department. He attended Tamaqua High School and Schuylkill Technology Center. Prior to working at RBMNR, Nathan was a CDL Truck Driver at Pioneer Pole Buildings and Ark Rentals for nine months. Nathan says he enjoys making music.



Jason Sanchez

Jason Sanchez was recently hired as a Paint and Restoration Technician within our Paint Department. He attended Palmerton High School. Prior to working at RBMNR, Jason was a Painter at KME/REV for thirty years. Jason and his wife have two dogs and four cats which were all rescued animals from the Bahamas, Puerto Rico, and Cairo in Egypt.



Christopher Holland

Christopher Holland was recently hired as a Locomotive Mechanic within our Mechanical Department. He attended Pine Grove Area High School and Pennsylvania College of Technology. Prior to working at RBMNR, Christopher was a Machinist at Norfolk Southern Railroad for ten years. He enjoys racing at Big Diamond Speedway in the Roadrunner Class.



Ryan Bruno

Ryan Bruno was recently hired as a Conductor within our Operations Department. He attended Wilson High School. Prior to working at RBMNR, Ryan was a Material Handler at Eagle Metals for one year. Ryan says he enjoys going on outdoor adventures.

EMPLOYEE SPOTLIGHT

BY: SABINE FIDLER, HUMAN RESOURCES ASSISTANT



It is my privilege to introduce Mario Carannante, AVP of Information Technology, as our Fall 2022, "Spotlight Employee". Mario has been with RBMN since December 2011. Mario describes his impressive accomplishments during this tenure of over a decade as follows: "In my 11 years the IT department has taken on several duties. This includes maintaining several on-premise servers for login and authentication.

Additionally, I have researched, developed, and currently manage the following tools and infrastructure across the RBMN network...

- Manage the cloud infrastructure currently running the ticket system in use by the Passenger Department.
- Orchestrate network installation across different nodes and buildings throughout RBMN with the Facilities Department.
- Manage administration duties for our QuickBooks / Financial Database.
- Maintain well over 100 client PCs and tablets across the network. Installing updates, fixing hardware issues as they arise, and general maintenance.
- Maintain 16+ Networks with over 100 networked devices that require patching and updates to keep up with security compliance.
- Taken over the phone system and transitioned to a VOIP system (ethernet rather than land line) greatly reducing cost and increasing flexibility.
- Manage cell phones in use by the company. This includes fielding technical issues and supporting unique employee needs in addition to purchasing new phones at the best possible price.
- Maintain and update several websites across the enterprise.
- Implemented SharePoint and OneDrive to allow remote workers in the field access to files that were otherwise cumbersome to transmit back and forth via email.
- Installed over 100 cameras across 16 locations. We maintain the cameras and pull footage when requested to do so by management.
- Built several applications over the years for multiple departments. I have built applications for MOW track inspections, switch inspections, and daily reporting of work. Also developed the Shop Car application & others.
- Digitized multiple forms for various departments to improve the processing of data and to reduce our reliance on paper.
- Transitioned our on-premise email to O365 to reduce complexity while increasing security and reliability significantly. User satisfaction has also increased with the move to O365.
- Keeping up with security compliance. Checking for unusual logins and network activity and looking for potential breaches.

These are a few of the things I have worked on in my 11 years with RBMN. One thing with IT is the fact that nothing is ever accomplished for too long as new tech replaces old tech and the cycle continues.

One project I would like to work on in the future is a GIS system (geographic information system). I feel this would be a great asset to RBMN and could help visualize all assets and points of interest across the network on an easy to digest visual map with access to data from a multitude of sources."

Mario was born and raised in Reading, PA. He moved to Fleetwood, PA, in his 10th year of high school, graduating from Fleetwood Area High School. Later, he moved to London, Ontario, Canada, to pursue an Associate Degree in Audio Engineering from the Ontario Institute of Audio Recording Technology. Mario also received an Associate Degree in Network Engineering from Berks Technical Institute.

Mario has been married to his wife of 17 years, Tammy. They have two children, MauriAnna and Gianna. The Carannantes have a multitude of animals they have adopted over the years. Their current roster includes three dogs: their beloved St. Bernard, Squiggles, little but mighty Boston Terrier, Midge, and an insane black lab, hence her name, Luna. They have three rescue cats which include Cloudy Insults, Harry, and their most recent rescue, Schmeckles. In addition to the dogs and cats, the Carannantes have two reptiles in their lineup as well: a bearded dragon named Toadstool Smoothie and a leopard gecko named Diva.

In his spare time, Mario enjoys cooking all kinds of food. He enjoys hanging out with his family either cooking, playing games, watching movies, or just hanging out. In tune with his technology background, Mario enjoys making electronic music and weird noises on his computers and random hardware that he had acquired over the years.

In conclusion, Mario writes, "It's a bit hard for me to talk about myself." "Siete tutti fantastici! Grazie di tutto! I have very much respect for everyone out there that continues to make the RR run day to day. It is quite impressive to have seen the changes over the years!! I want to personally thank Andy & Tina for their continued support as I continue to learn and grow in my position."

Mario, I speak on behalf of all your colleagues when I say we admire your intelligence, dedication, loyalty, and being available whenever your coworkers need you. You deserve this honor and look forward to many years working by your side.

As spotlight employee, Mario will receive a gift card for \$100 to the restaurant of his choice, Ozgoods in Kutztown.

♥ Rescued, Adopted, Loved ♥



Presley

Kimberly Reed, AP/AR Assistant, says, "Meet my sweet boy, Presley!! After the loss of my very loyal, loving Toby, who was 14, I had a huge hole in my heart. Once I saw this little guy at the Ruth Steinert SPCA in Pine Grove, I had to have him. I had gone on a Saturday and met him, his brother, and sister. I just fell in love with him right there! It is a challenge to have a puppy again; haven't had to potty train for 14 years...LOL!!! I would not trade him for the world, He is a little guy but has a big heart!!! We love him. P.S. He is the best snuggler!!!!"

Natasha

Russ Scianna, Passenger Department Office Manager, says, "Natasha became part of the Scianna family because my son, William, loves playing outside with his neighborhood friends but wanted a friend to play with indoors."



Reading & Northern Railroad Nesquehoning Campus



Building 7 exterior with three stall doors.



Outdoor truck scale adjacent to Building 7.

Building 7

Building 7 is a 7,098 square foot building located behind Building 6. Building 7 was formerly used by KME Rev Group for graphics installation. Building 7 is already being utilized by the Maintenance of Way Department to store materials and equipment and is located on a part of the campus that has plans to be developed into MOW yard space. Located next to Building 7 is an outdoor truck scale. See Chris Goetz's article page 11.

RBMN AT WORK



Sam Hollock riding a shove at Pittston.



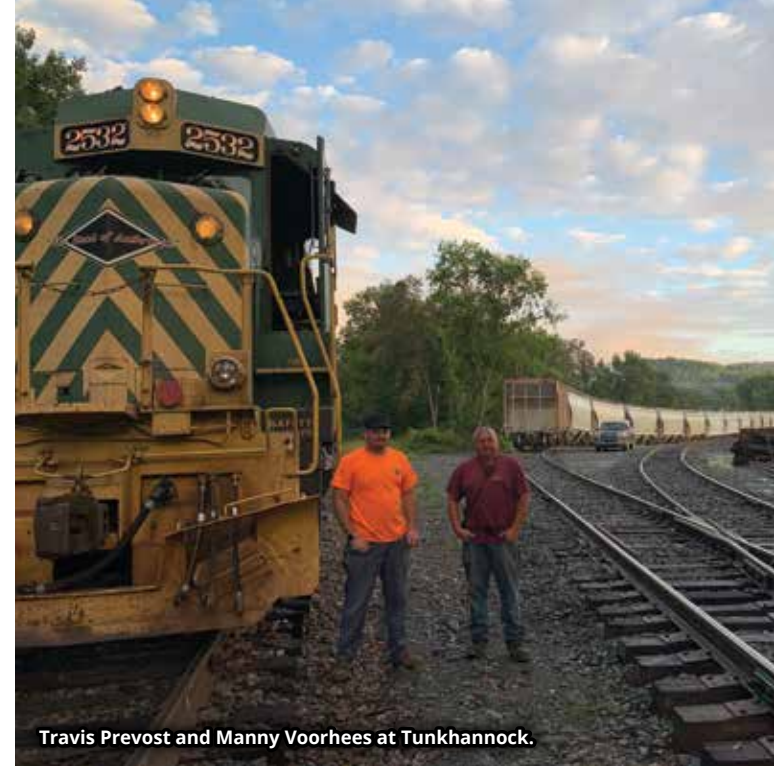
Dave Lapallo running the 3056.



Safety briefing at a rail change out next to Lake Hauto.



Chris Peters and Sam Tripp near Lake Hauto.



Travis Prevost and Manny Voorhees at Tunkhannock.



Anthony DeBellis making run around at Humboldt Industrial Park.



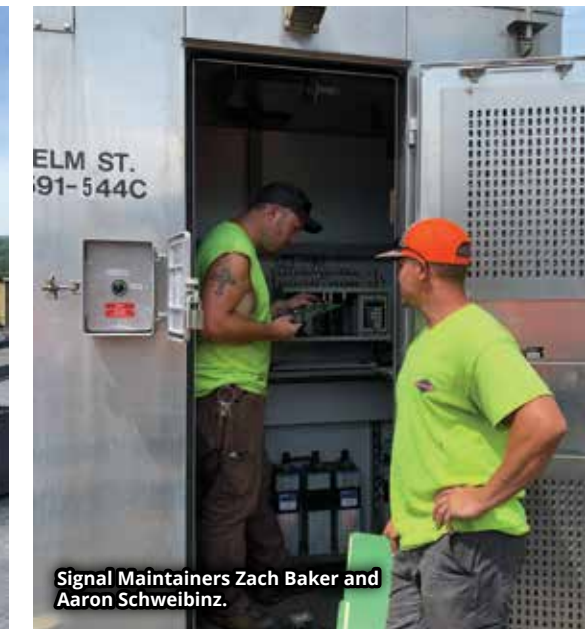
Caleb Fetterolf running the engine in Humboldt.



Carmen Ben Leonti and Jerry Binder up at Hazleton.



Conductor Jake Stockmal indexing at the middle ramp.



Signal Maintainers Zach Baker and Aaron Schweibinz.



Tony Weachock working at Gilberton.



Aaron Aigeldinger and Tom Strutski after finishing a PM sand shift.



Mechanic Seth Bednar working in Port Clinton.



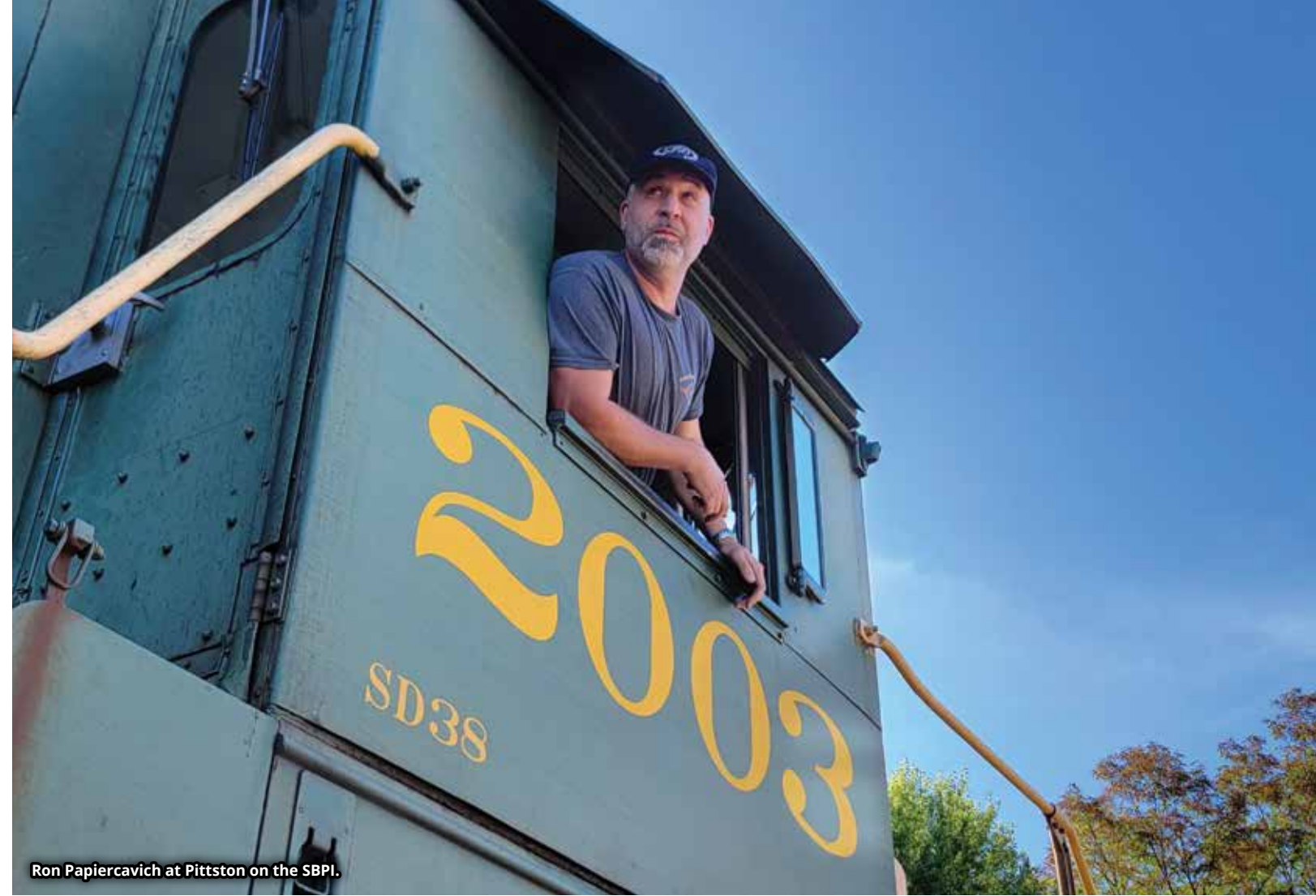
QADE crew, Gene Boyle and Carter Jones spotting pole car and coal.



Dispatcher Josh Rehrig keeping everyone moving.



Engineer John Hartman completing an Engine House shift.



Ron Papiercavich at Pittston on the SBPI.



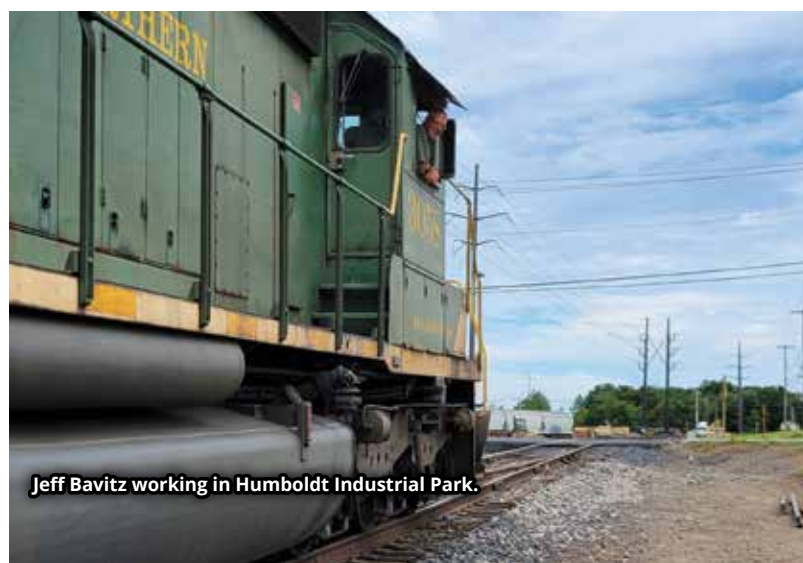
Aaron Schlosser exchanging waves with Alex Lepone as he brings the NRFF through Port Clinton. Right on time!



Ben Meiser operating the wheel true machine in Port Clinton.



Engineer Mike Kohl working south of Rick.



Jeff Bavitz working in Humboldt Industrial Park.



Tim Williams working in Port Clinton.

Red Creek Wildlife Rehabilitating Porcupines

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



Radnor Veterinary Hospital examines Cuddles' teeth.



Cuddles the porcupine.



Baby porcupine rescued this summer.



Cuddles the porcupine.



Young porcupine just before release this summer.

As wildlife rehabilitators, we are often asked how we handle and treat porcupines. My comedic answer is, "very carefully."

Until this past year, porcupines have been an infrequent visitor at Red Creek Wildlife Center. We typically treat one a year, but this year we admitted six that needed care.

Auto accidents and falling from trees are the most common causes of trauma in porcupines. The latest is a juvenile only weighing four pounds. She was hit by a car and suffered head trauma, an eye injury, and a wound across her shoulders.

This latest little girl needed extensive wound care. Wildlife rehabilitators Greg Nason, Philip Gunther, and I dodged its sharp quills while removing debris and maggots from the wound. She then received fluids, antibiotics, and pain medication before resting for the night. The next morning she woke with an attitude and an appetite, both good signs that she would recover quickly.

The North American porcupine is the only porcupine in North America and is common in the mountainous regions of Pennsylvania. It is the second largest rodent in North America; the beaver being the largest. Adults average about twenty pounds but can be twice that size further north in Canada and Alaska.

Although the quills are their most outstanding feature, porcupines have five different hair types. They also have whiskers, long guard hairs, thick fur that keeps them warm, and bristles under the tail that help them climb trees.

Adult porcupines have 30,000 quills. The quills are modified, hollow spines with sharp, barbed tips. It is a myth that porcupines can shoot their quills. When threatened, the porcupine will raise its quills as a pointed coat of armor. The quills detach from the porcupine's skin quite readily, so merely touching it will release the quills, which embed easily in the skin.

Once embedded in the attacker's (or rehabilitator's) skin, the barbs swell and lock the quill in place. As a result, they are very painful to remove. However, quills rarely cause an infection because they are coated with a natural antibiotic. This antibiotic isn't meant to be a gift to the porcupine's attacker but safeguards the porcupine because it often gets stuck in its own quills.

Quills aren't the porcupine's only defense. When alarmed, they emit a strong, musky odor and their risen quills give them a dark and light patterned appearance, similar to a skunk. These olfactory and visual warnings tell a would-be attacker that the porcupine won't make a tasty or easy meal.

Baby porcupines are precocial, meaning they can walk and follow their mothers from birth. At birth, the quills are moist and soft. However, they dry and harden within their first day, protecting them from the start. Born in April or May, baby porcupines (called porcupettes) weigh about one pound and double their weight in the first week. That makes our four-pound youngster about five months old.

One of Red Creek's ambassador animals is a seven-year-old porcupine named Cuddles. Although her name doesn't describe her physically, it does match her personality. She is quite sweet and enjoys meeting people.

Cuddles came to Red Creek in 2016, also having been struck by a vehicle. She suffered a broken leg and jaw. Although she has completely healed, her jaw doesn't align perfectly. Porcupines are rodents whose teeth constantly grow. They remain trimmed because of the alignment of the upper and lower incisors. Once a month, Red Creek's staff must trim Cuddle's teeth so she can eat and remain healthy.

So that brings us back to my original question: how do rehabilitators handle porcupines? With several layers of newspaper. Porcupine quills can not puncture paper, so we use a blanket made from paper to wrap up the porcupine.

If you find an injured porcupine, you can use several layers of newspaper, or even a rubber car mat, to protect yourself. The easiest way to confine them is to place a box over them and slide something flat underneath. That way, you don't touch them, and they don't touch you.

Oh, yes, and be careful. ♦

Reading & Northern Railroad Nesquehoning Campus

BUILDING
#8



Building 8 exterior with four stall doors.

Building 8

Building 8 is the eastern most building located on Nesquehoning Campus. Building 8 is a two story, 6,719 square foot building formerly used by KME Rev Group as a Final Inspection building. Building 8 is being utilized by the Passenger Department for materials storage, and there are future plans to use the office space on the second floor of Building 8.

Reading & Northern's Family Recipes

Zuppa Toscana

"I started making this soup after my husband fell in love with it at Olive Garden. It's hearty, tasty, and perfect for fall," says Meghan Faust, receptionist. This soup is loaded with protein and veggies to keep you warm and your belly full.

Ingredients

- 6 oz. bacon, chopped
- 1 lb. Italian sausage
- 10 large cloves garlic, peeled and minced
- 1 medium onion, finely chopped
- 4 cups chicken stock/broth
- 6 cups water
- 5 medium russet potatoes, peeled and chopped into ¼" pieces
- 1 bundle kale (about 6 cups), leaves stripped and chopped
- 1 cup whipping cream
- Salt & pepper to taste
- Parmesan cheese to serve, optional

Directions

- 1.) In a large pot or dutch oven (5.5 qt.) over medium-high heat, add chopped bacon and sauté until browned, 5-7 minutes. Remove bacon to a paper towel-lined plate and spoon out excess oil, leaving about 1 Tbsp. oil in the pot.
- 2.) Add Italian sausage, breaking it up with a spatula and sauté until cooked through, about 5 minutes. Remove to paper towel-lined plate.
- 3.) Add onion and sauté 5 minutes or until soft and golden. Then add garlic and sauté another minute.
- 4.) Add 4 cups broth and 6 cups water and bring to boil. Add chopped potatoes and cook 13-14 minutes or until they are fork tender.
- 5.) When potatoes are nearly done, add chopped kale and cooked sausage and bring everything to a light boil.
- 6.) Stir in 1 cup whipping cream and bring to boil. Season with salt and pepper then remove from heat. Garnish with bacon and parmesan cheese.

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

Wellness Corner

BY: MEGHAN FAUST, RECEPTIONIST

Turning the Light on Darkness

September is National Suicide Awareness Month and October is Emotional Awareness Month.

In the past, there was a negative stigma around mental health and mental conditions. It used to be taboo to talk about it, or it was “swept under the rug.” Because of this previous stigma, it deters people with such conditions as depression from seeking help and support when they need it the most. Many of those individuals feel as though there is no other option to ease the pain, anxiety, or hopelessness than to take their own lives. It wasn’t until recent years that health care professionals, educators, and organizations have worked so hard to break that stigma and help educate the public about the warning signs, how to have the difficult conversations, and what resources are available to get those individuals the help they need.

According to the Hope for Depression Research Foundation, depression affects approximately 18 million people in the U.S. each year, is the number one cause of disability worldwide, and is the primary reason why a person dies of suicide every 14 minutes. Those that aren’t clinically diagnosed with depression can be diagnosed with some of depression’s mood disorders, such as bipolar disorder, postpartum depression, post-traumatic stress disorder and anxiety disorder. Each of those conditions contribute to the statistics and unfortunately, the numbers are scary. Even more worrisome is that approximately 1.9 million children, ages 3-17, have been diagnosed with depression each year, as well, and 17% of children, ages 6-17, experience a mental health disorder. Depression and mental illness do not discriminate against age, gender, race, religion, or socioeconomic level. There are several different risk factors for mental illness including, but not limited to, family history, adverse childhood experiences, stress, illness, homelessness, unemployment, discrimination or racial injustice, and traumatic life experiences.

It can be hard to miss the signs that someone you know is struggling with their mental health or depression. Below are some of the warning signs to keep an eye out for whether they are face-to-face or online:

- Impulsive behaviors or being more irritated than usual
- Excessive worry
- Trouble concentrating
- Substance misuse
- Not functioning like their usual selves (i.e., change in sleeping or eating habits, how they dress or general appearance)
- Talking about feelings of loneliness or despair
- Posting captions, hashtags, or emojis that are overtly sad or negative (going beyond sarcastic jokes)
- Writing posts or comments that show impulsive behavior, irritability, hostility or indicate insomnia
- Liking posts or following accounts that promote negative behaviors even if they are not sharing the posts on their feed



Talking to a friend or family member about depression or one of the mood disorders can be difficult and awkward. The hardest part is starting the conversation. Whether you decide to initiate the conversation in person, online, or via text, opening the door to get the conversation started is an important first step. Seize the Awkward has some wonderful conversation starters and tips on finding the right moment to talk, as well as how to open the line of communication in a neutral and comfortable way so that your loved one won’t feel cornered or defensive.

Remember to keep the conversation casual since it’s not a therapy session, and truly listen without inputting advice to try and fix their problems. When they are talking, let them take the lead and ask open-ended questions where appropriate. Avoid questions that only require a “yes” or “no” response. Assure them that it is okay to feel the way they do and be a friend they can count on by making yourself available. This topic may not be a conversation that they are ready to have all at once and that’s fine. Let them open up at their own pace and gently encourage them to talk to an expert about how they’re feeling and the situations that make them anxious or unhappy. Once the initial conversation is over, it most likely will not be a cure-all. Make sure you keep the lines of communication open and check in with them often. Let them know your willingness to talk, listen, and consistently be there for them.

There are several different types of treatment for mental health problems to help individuals get the help they need. Psychotherapy, or counseling, is also called talk therapy. This is the most common form of treatment, and it can be done one-on-one, in a group or with family. Support groups are another form of talk therapy. These groups can provide support, friendships, resources, and insight into your condition. If needed, prescription medications make changes to the chemicals in the brain that are involved in emotions and thought patterns. While medications for mental disorders are popular, they don’t cure psychiatric conditions, but they can improve your symptoms. Non-traditional therapy can include physical activity or creative therapies. These can include yoga, running, music, art, or writing. Sometimes, if someone is in danger of harming themselves or others, a hospital or residential treatment facility is required where the patient needs care in a long-term program.

According to NAMI, National Alliance on Mental Illness, 18% of adults that have a mental illness also have a substance abuse disorder. Not only that, but because depression is the leading cause of disability worldwide, it also accounts for around \$1 trillion in lost productivity each year in the global market. Since 1 in 5 adults experience mental illness, chances are you may know someone who is either actively seeking help or suffering in silence. As of the year 2020, there were over 12 million people suffering with mental illness or depression that had serious thoughts of suicide. Let’s start taking notice to the warning signs and get our friends or family the help they need.



For more information, visit:

<https://www.hopefordepression.org>

<https://seizetheawkward.org>

<https://www.rethink.org>

<https://familydoctor.org/different-types-mental-health-treatment>

<https://www.nami.org/About-Mental-Illness>

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



A new "Maintenance of Way" sign marks the new home of MOW at the Nesquehoning Campus.