

R & N Magazine

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

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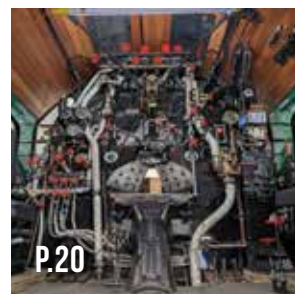
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COVER PHOTO

Following a successful day of break in running, the steam crew does some final touch up on the 4-8-4 #2102! Photo was taken after hours at the steam shop in Port Clinton, PA. Photo by Kevin Burkholder

EDITORS

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KEEPING ON TRACK

BY: WAYNE A. MICHEL, PRESIDENT



A view of the first sand train spotting cars on Track # 1 at the Tunkhannock Transload.

Six months ago, as construction was under way on our multi-million dollar Marcellus Shale transload center, I had envisioned dedicating our Spring 2022 issue entirely to that endeavor.

Fast forward till late February and Russia invades Ukraine in a blatant act of unprovoked aggression. This callous act united the world, especially the democracies of the world, as it has not been in decades, except for maybe the immediate aftermath of 9/11.

Over the next few weeks America and its allies unleashed the most aggressive economic sanctions the world has ever seen. The unparalleled unity among western economies has crippled the Russian economy while the constant flow of weapons and goods has helped the Ukrainians to so far hold the Russian bear at bay.

The result of Russia's naked aggression, which can all be laid at the foot of one man, Vladimir Putin, has been a huge shift in the global economy. And the ripple effects have been felt around the world, including at the Reading and Northern.

The significant short-term increase in gas prices as Russian oil and gas was reduced in the world market caused the U.S. and other countries with petroleum reserves to try to quickly ramp up oil and gas production. In America a key location for increasing gas and oil production is the Texas Permian basin area. As a result of the need for more gas and oil production, there is a greater demand for frac sand. Unfortunately, this demand is occurring in a market which is suffering from a shortage of sand mines because of the boom/bust nature of the gas business. The most recent bust a few years back caused many bankruptcies and closures of sand mines. So today we have huge demand far outstripping limited supply. And since its cheaper and easier to send the quality sand produced in Wisconsin to Texas, the shortage is felt most acutely in the Marcellus region.

So just in time for our new Tunkhannock facility to open, our potential

customers find they cannot get sand and the shippers who are operational are finding a shortage of sand cars. In short, a perfect storm.

This too will pass. We have no doubt that within a few weeks, perhaps by the time this issue is delivered to your homes, unit trains of sand will be flowing to us at Reading for delivery to Tunkhannock. That is why we are going ahead with the next phases of our Tunkhannock Terminal development. (See related stories by Jim Raffa, p.4, Jim Cerulli, p.7, and Chris Goetz, p.12).

While the Russian invasion has had a short-term negative impact on our sand business, it has had an even greater and longer-term impact on our anthracite business.

Anthracite is a commodity that is mined in a number of locations around the world. Like other commodities, Pennsylvania anthracite must compete in that global marketplace, especially when it comes to anthracite being exported to other countries.

For years anthracite from Russia and the disputed Donbass region of Ukraine has been exported, including to the United States. As many of us have learned of late, Russia is not a particularly strong economy, but what it does have is a wealth of natural resources. And the Russian oligarchs in an effort to gain more stable currency dump their natural resources in foreign markets. For years, producers in the Pennsylvania anthracite market have complained about the unfair competition as Russian anthracite, which is not subject to our strict environmental and labor laws, was dumped at a much lower cost.

But the world has changed. The sanctions imposed have encouraged large multinational corporations around the world to stop buying Russian anthracite. And when customers look to find quality, reliable anthracite they turn to Pennsylvania.

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The impacts on our anthracite business are only limited by the ability of our on-line shippers to ramp up their production. In January, Bill Clark had internally estimated a solid 2022 with definite carload and revenue growth. Those estimates have now been thrown out the window.

Simply put, we are looking at a huge expansion of our business.

Export coal will likely TRIPLE. We already have orders for an additional 3000 carloads via the Port of Fairless Hills from our existing customers. That is on top of last years 1750 carloads. Based on incoming requests for rates, that number could grow another 1,000-2,000 carloads! And these customers are all looking to make multi-year commitments for even greater volumes.

In addition, some interested parties are arranging to ship to Baltimore area ports. Already we have firm orders to go to Consolidated Coal's pier, but we also have significant interest in opening Sparrows Point for export anthracite, although that is less likely to be operational this year.

Thankfully, Andy in his wisdom purchased another 100 rapid discharge cars at the end of 2021 on spec. We are rushing those cars through our car shop as this article is written. And we are working very closely with Norfolk Southern, Kinder Morgan, the coal customers and the coal producers to ensure that the cars are turned quickly so that everyone can get the coal they need.

The export market is just the tip of the iceberg on the impact Russia's invasion is having on our coal business. It turns out Russia has also been a huge supplier of pig iron dumped into the American market. Pig iron is used by domestic steel mills. In the absence of pig iron they switch to scrap steel, which has greater impurities. As a result, the furnaces need more anthracite in the steel-making process. We have already heard from many of the domestic steel mills we serve seeking to purchase more anthracite. Much of that anthracite moves to the steel mills in our covered hoppers. Again, Andy to the rescue as he had purchased 53 additional covered hoppers on spec last year. We will need all of them to handle the demand! Finally, as countries refuse to buy Russian materials, Russian steel will also be impacted. Already the American steel industry was booming. Over the last year more new still mills and additional furnaces at existing mills have been announced than at any recent time. We have already heard of three site searches for steel mills in the eastern US. Clearly the demand for domestic steel is increasing and we believe the demand for domestic anthracite, all of which comes from our customers, will also increase.

Candidly, these new business prospects are causing challenges. We are building or rehabilitating additional infrastructure to handle unit trains of frac sand. We have already upgraded the C&S portion of our mainline since its acquisition last year and unit trains of sand will be flowing over that upgraded railroad and the new Nesquehoning Bridge. We are working to get in service all our coal cars, including the 153 that Andy providently purchased last year. We are revising our operations and coordinating closely with NS to handle the thousands of additional coal cars. We have hired additional Customer Service representatives to help us handle the additional coal business. We are giving Bill Clark more internal resources to help manage the growth of business.

The bottom line is RBMN is reacting to all the impacts of the Russian invasion the way we react to any challenge or opportunity. We are seizing the moment and working together as a team to make sure that we keep on track. ♦

Marcellus Shale 101

Why a Transload in Tunkhannock Township?

BY: JIM RAFFA, VP MARKET DEVELOPMENT

This year we have been able to celebrate the opening of our brand new transload facility in Tunkhannock, in the heart of the Marcellus Shale. The story of this facility goes back many years, actually to before I rejoined the Reading & Northern Railroad. But for me, the story goes back to when I first heard about the potential for significant Marcellus Shale gas.

I first became aware of the Marcellus Shale back in 2008. At the time I worked for Steve May (who owned two shortlines in our region, the LS & OHRY). Steve was given the opportunity by Norfolk Southern to lease the former Conrail Lehigh Line north route from Sayre, PA to Mehoopany, PA. I partnered with Steve and we called our new railroad the Lehigh Railway. However, BEFORE we decided to proceed on this venture I did my due diligence. Candidly it was not clear how any shortline could make money operating this line as there was little or no on-line traffic. The line followed the Susquehanna River, was plagued with bad rail, and only had three small customers. Since I was going to be an investor/owner of the line I searched for a way to justify our investment. What I found was very interesting.

Early in 2008, I spent much of my time in Bradford County. There were these people called "Land Men" out and about buying up Land or Gas Rights. There were seismic devices placed all along Route 6 and other roads in the area mapping something deep underground. But what did this all mean? A visit to the Bradford County courthouse found it full of researchers in the recorder of deeds office. Something was about to happen and about to happen big. That was the beginning of the Marcellus Gas Boom in the area. I ended up meeting and becoming friends with a "Land Man" who was doing work for one of the large gas companies. He explained the whole enchilada to me, and I knew it was time to get to work.

Steve and I built our first sand terminal in Wyalusing, PA. We called it Tran-z and designed a logo to look like a transloading machine. Between the engineering, site prep, scales, track, and unloaders we had \$1.7 million invested. Our first customer was Schlumberger. We were nobodys in this industry and not many people were willing to trust their success to us. Business started slow but, we gained a reputation of loading trucks from railcars quickly with our 24/7 staffing and soon we were working with other customers.

Shortly after, we worked and help develop a second terminal at Wysox, PA, partnering with a company called TSS or Texas Specialty Sands. That terminal was larger than our Wyalusing Terminal and TSS proved to be a great partner. Two years later we partnered up with a developer and constructed a third Rail Marcellus terminal, which was also located in Wysox.

By 2013 the quantity of cars in our interchanges from our Class 1 interchange RR, Norfolk Southern had grown so much that a larger interchange track at Sayre was constructed. By 2019 we were interchanging 10,000 carloads of Frac Sand per year. We also were handling various other commodities by rail for the industry including pipe, pipeline mats, cement, lime, drill cuttings (waste material from drilling), and various chemicals. Lehigh Railway became a Marcellus Shale Railroad owing its existence to just one industry.

Our success became known in the small but well-connected shortline industry and we were approached by companies seeking to expand. In late 2020, my partners and I, sold our lines to a much larger Shortline Company. As Steve May said to me, "it is just time." It was the closing of a chapter but, the beginning of another.

A few months later I began talking first with Andy Muller, with whom I have remained friendly since I left the Reading & Northern in 2007, and then with Wayne Michel. Wayne and I instantly clicked and when he mentioned that Reading & Northern was interested in getting back into the frac sand business I realized that I could return to RBMN and recreate my success from the Lehigh Railway. And this time I could work with a property closer to key areas of the Marcellus.

Marcellus is a much larger area than the Lehigh Railway was able to cover. The Marcellus play runs into various local counties including Bradford, Sullivan, Wyalusing, Susquehanna, and Lackawanna. The problem was that Lehigh couldn't competitively hit much of Wyoming, Susquehanna, and Lackawanna Counties. This is where Tunkhannock comes into play.



Jim Cerulli and Jim Raffa pose next to the freshly spotted cars on the first day at the terminal.

Back in 2011, a company called Hi-Crush had identified this site and had developed plans and worked with RBMN to build a major facility. Slowed by certain permit requirements and then changing market conditions, their plans were mothballed. Ultimately Hi-Crush, and many other sand suppliers, went bankrupt and so Tunkhannock was put on the back burner.

That didn't negate the fact that Tunkhannock still made sense.

Tunkhannock is a great location, located in the heart of Wyoming County and easily within shorter striking distance of all the major wells and properties in Wyoming County as well as east to Susquehanna & Lackawanna Counties. Tunkhannock just makes plain sense as distribution point for Frac Sand as well as other commodities. There are literally thousands of railcars of material traversing the roads through Tunkhannock via truck that could be transloaded right at Tunkhannock that would reduce the longer truck hauls by utilizing our terminal. Instead of trucks driving through Tunkhannock from terminals to our north, sand could now travel east and completely avoids the town. Such routing should elate the citizens of Tunkhannock who have for years complained about the truck traffic coming down Route 6 from the north.

Understanding the value of the strategic location and potential for Marcellus transloading, and the commitment Andy and Wayne were willing to make to this project, I rejoined RBMN in May of 2021.

Right off the bat, we decided that RBMN was going to own and operate the facility itself. Working with the local property owner, who had developed detailed plans for a facility that had received all local permits, RBMN committed to spend the monies to develop the site, build the track, find a local operator and market the facility. I was designated as point to make the project work.

Construction began in August of 2021 of Reading & Northern's Tunkhannock Transload Terminal. (See articles and pictures by Chris Goetz and Jim Cerulli).

The next step was to find an operator. A good operator can make or break a

WHAT IS FRACKING?

Hydraulic Fracking is a process for extracting natural gas from Shale Rock deposits. There are several components to Hydraulic Fracturing better known as Fracking. It is done by drilling thousands of feet into the ground and then injecting a solution of water and chemicals at high pressure into the Shale Formations. The high pressure causes the Shale Formation to fracture and release fossil fuels which in our case is gas. To keep those fractures open, Frac Sand is pushed into the Rock Strata at high pressure to hold the fractures open which releases the gas.

Not all sand is equal. Frac Sand is a naturally occurring crystalline silica (quartz) which is produced from high purity sandstone. The high purity of this quartz sand is critical in the gas industry as it is very hard and resists being broken down under high pressure. In the industry they call it "Crush Factor". The higher the Crush Factor, the better it will hold up in its application or use in a gas well. In comparison, normal sand such as beach sand or river sand is fairly unpure and is a mixture of various broken down rock forms. Beach and river sand have a lower crush factor and are cheaper to purchase. While they are sometimes blended with high quality frac sand to lessen the cost of a well completion, use of the lesser grade sand will reduce the life and production of a well and usually will result in a well needing to be refracked at some point to unlock the gas.

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The Tunkhannock Terminal

RBMN's Largest Industrial Development Project

BY: JIM CERULLI, VP INDUSTRIAL DEVELOPMENT



Friday December 3rd was the first day of service at the Tunkhannock Sand Terminal. Pictured together are Operations, Maintenance of Way, and Marketing. Onboard locomotive (left to right): Jim Raffa, Tyler Glass, John Smolczynski, Jr., Jim Cerulli, Liam March (on steps), Eric Peters (on steps). In front of locomotive (left to right): Matt Minnich, Russ Monroe, Corey Hamm, Ryan Rupprecht.



A view of sand from a railcar being transloaded into a truck that will be heading to a well head.



This is a view of unloading tracks 1 and 2 with sand cars loaded for well fracking.

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At this point it is appropriate to share a cautionary note. The Frac Sand market is an up and down market. Like many other markets it is supply and demand. When I first got into the business around 2009, there was a sand shortage. There were various reasons for the shortage however, the one that really seemed to be the main shortage cause was that the Marcellus play was just opening up and the industry just wasn't ready for another consumption market. The market in the beginning days was just plain hard. Getting sand was like pulling teeth. As time passed, new mines opened up, existing mines expanded, and the shortages went away.

Railcars were also a problem to get in 2009. There simply weren't enough sand cars in existence to move all the sand. Many class ones would use off season grain cars to move sand. I can remember opening BNSF cars in Wyalusing and getting a ton of corn out before you would hit sand. It made for a hard day when you had to screen all of the product out of a car. The industry recognized the problem and started producing new sand cars. It was refreshing to see all the new cars coming in and eventually not seeing any grain cars in this service. Soon there were plenty of new cars circulating.

Then came the next issue. Sand was beginning to be mined in the Permian Basin. No longer was there a high demand for Sand to travel by rail from places like Wisconsin (most Frac Sand comes from this region) to the Permian in Texas. It was all being mined right at the Permian wells, and what resulted was an over production of sand and too many rail cars. Frac Sand prices collapsed and so did the industry. Many bankruptcies and closures occurred. Thousands of railcars were put into storage with nothing to haul in them.

Today, we are living with an issue caused by the aftermath of the Russian invasion of Ukraine. As a result of global sanction on Russian energy, the USA and other nations are ramping up production. As a result, there is a huge boom going on in the Permian (Texas) basin. Although they are predominantly an oil basin, they do gas as well. Because of the high demand in the Permian, the cheaper cost to transport sand to the Permian, and the closure of so many sand mines in recent years, there simply isn't enough sand to meet demand. What sand is being produced in the Wisconsin region is heading to the Permian where estimates are that the area is consuming 1500-1600 railcars of sand per day. Since the economics for the sand producers are that it is more cost effective to send traffic to the Permian, our region is currently dealing with very limited shipments of Northern White Sands. This too will change, and we are hopeful that enough mines will open back up or create capacity so that we can see a growth in our traffic.

Once things stabilize, I expect about 20,000+ railcars of sand coming into our region. Our region comprises terminals as far west as Wellsboro, as far east as Carbondale, and as far north as Binghamton but, there really isn't a south point. That's where Tunkhannock again comes into play. It just makes sense due to its location. It is in close striking distance to Wyoming, Susquehanna, and Lackawanna County. Route 6 is easy highway access.

The combination of our great location, Reading & Northern's exceptional service, large storage yards capable of Unit Train management and the storage of up to 800 railcars as well as the ease of doing business with us, will make Tunkhannock a winner this year and for years to come. ♦



As they say in the real-estate business, there are three important factors when it comes to a piece of property, location, location, location. This is especially true for a rail/truck transload facility where proximity to the final user is a key factor to its success. In the case of RBMN's new Tunkhannock Transload, the end user is the gas industry primarily in Wyoming and Susquehanna counties. RBMN's new facility is located at the corner of Route 6 and Route 92 in the Eastern part of Tunkhannock Township, allowing most truck traffic going to/from the facility to largely avoid the congested downtown area and improving efficiency in reaching the well sites.

The construction of the new Tunkhannock facility was the most comprehensive Industrial Development project RBMN has completed in our history. Traditionally, site work is completed prior to RBMN's involvement with track construction or rail related developments on a site. In this case, our company took on the responsibility of developing the site from start to finish including land development, track construction, and final grading.

Planning for the new facility started years ago and went through several changes prior to a final plan being decided upon and approved in late 2019. Although some preliminary work was completed early on to upgrade signal circuits to accommodate switch installation, major construction on the facility did not start until August of 2021. The site was overgrown with low vegetation and new growth trees, all of which needed to be cleared prior to work on the pad and track getting underway. Tree and brush clearing took the better part of a month and as we rolled into early Fall, earthwork was well underway.

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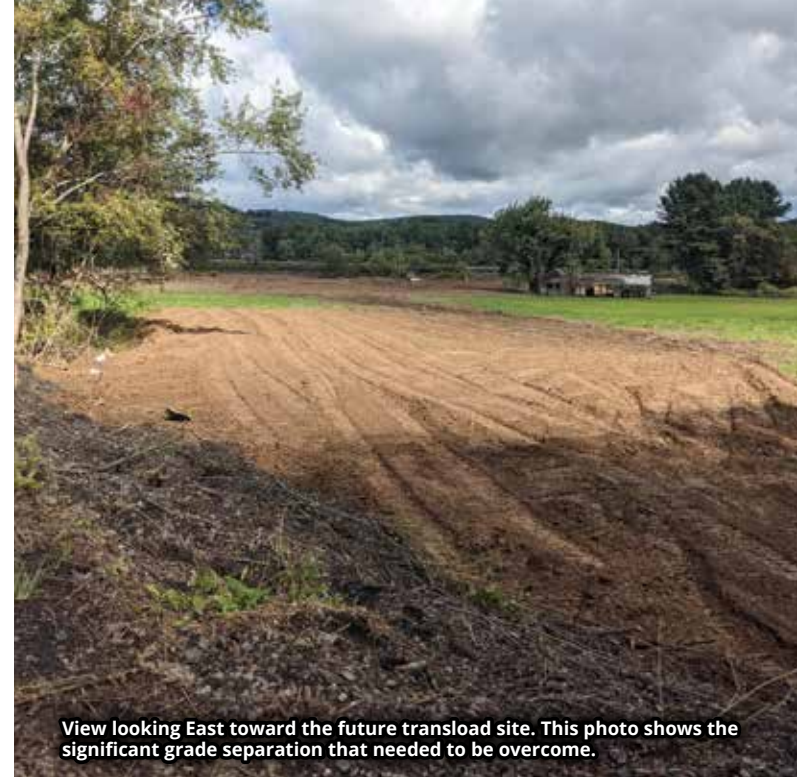
This photo is looking West onto what will become RBMN's Tunkhannock Transload facility.



In late August 2021, RBMN contractors are continuing the process of logging the site and clearing brush.



View of the future Tunkhannock Transload looking East toward Rt. 6 with Land clearing complete.



View looking East toward the future transload site. This photo shows the significant grade separation that needed to be overcome.



RBMN contractors working at a rapid pace installing over 10,000 cubic yards of dirt and rock to create a ramp onto the sand terminal property.



In this view from November 2021, multiple RBMN contractors are working on completing grading of the ramp area, as well as installation of the drainage pipe system and catch basins for water control.



RBMN contractors working on the installation of hundreds of truckloads of clean stone to create the sand pad area.



RBMN contractors working on the construction of a large detention pond as part of the water mitigation efforts at Tunkhannock.



Contractors working on the construction and installation of the Tunkhannock Truck Scale and Office facilities.

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A large portion of the site work for the project included the installation of nearly 10,000 cubic yards of rock and dirt to build a ramp to overcome a grade separation of nearly eight feet between mainline track level and the level of the sand terminal property. RBMN had a contractor working nearly around the clock trucking in and installing hundreds of truckloads of material to get this work completed as quickly as possible. Our site contractor also completed a cut/fill and final grading on many acres of property in preparation for track and sand pad construction.

Unfortunately, mother nature wreaked havoc just as we were making significant forward progress with the site work. Fall of 2021 was one of the wettest in recent memory, persistent rainstorms and fluctuating temperatures made site work nearly impossible at times. Combine this with the fact that the

site consisted of primarily topsoil and drainage became a significant issue to overcome.

To solve the drainage issue, it was decided that the installation of an interconnected system of drainage pipe, catch basins and a detention pond would be installed at the site. The original owner of the site had provided us with detailed engineering plans and permits that we were able to reference in our work. After consulting with two different site contractors, this work got underway in late Fall and was completed in December of 2021. Once the drainage issue was addressed, we also took steps to ensure that the pad area was shored up using large rip-rap rock material as a base, geotextile fabric to prevent mud from penetrating the pad area and a thick layer of 2b stone as a solid driving surface for trucks.

In conjunction with the significant land development work that was underway,

both RBMN forces and track contractors also completed the construction of two switches and nearly 2000' of track construction for the unloading tracks. From start to finish all the track work on the site took just over a month to complete. This is quite an accomplishment considering the weather we were faced with throughout the project.

As RBMN worked through developments on the rail unloading side of the project, work was also underway on the installation of a haul road for vehicle traffic onto the site. In addition to the haul road a new office trailer/scale house and state of the art truck scale were installed as well. A large area was graded, and stone installed to accommodate truck and employee vehicle parking near the new office trailer and scale house. The construction of the haul road and new office/scale facilities will ensure seamless inbound/outbound truck movements to/from the facility.

All this work culminated with the first block of loaded sand hoppers being placed at the facility on the afternoon of December 20th, 2021. The first orders started rolling in and trucks began loading from the facility a short time later in early February 2022.

Just like most projects on RBMN, the development and construction of our new Tunkhannock Transload facility was teamwork at its finest. Through the efforts of numerous departments including Maintenance of Way, Signals, Customer Service, Transportation, Marketing, and multiple outside contractors we were able to complete this project in less than six months. Due to the complexity and scope of work for this project, it was no small feat to accomplish the work our team did in such a short amount of time. Thanks to everyone's hard work, RBMN now has a facility in the heart of the Marcellus Shale region which we hope will serve our customers for years to come. ♦

Pictures continued on pages 10-11.



This view is looking North from Rt. 92 of the Access Road (right) and Truck Scale Road (left). Also visible is the parking area under construction to the left and final installation of the scale and office.



On the afternoon of December 20th, 2021, the first RBMN sand train can be seen spotting 20 loads of sand on the newly completed Track # 1 at Tunkhannock.



On a brisk January morning, an RBMN crew is in the process of shifting out sand cars on Track 1 and 2 at Tunkhannock. View looking West toward the Susquehanna Branch.



On October 8th, 2021, RBMN forces are well into the process of installing the first of 2 switches as part of the Sand Terminal project. View looking North on RBMN's Susquehanna Branch.



In this view from October 2021, RBMN track contractors are in the process of building nearly 1000' of track that now makes up Track # 1 at the Transload.



Casey Rex, a member of RBMN's Real-Estate department puts the finishing touches on the Tunkhannock Transload sign.



TSS Drill Services company, the operator of the Tunkhannock Transload move in the first conveyors in advance of truck loadings.



TSS works on loading the first sand truck from the Tunkhannock transload a brisk February morning.



A view of the conveyor loading sand from the rail car into a truck at Tunkhannock.



Photo looking East toward Rt. 6 of the completed sand pad area. Nearly 12" of base stone, geotextile fabric and compacted driving stone make up the sand pad's construction. This will ensure a solid driving surface for trucks and equipment.



A view of the first sand train spotting cars on Track # 1 at the Tunkhannock Transload.



If You Build it, "Sand" Will Come

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY

Like Ray Kinsella, aka Kevin Costner, in *Field of Dreams*, MOW kept hearing of the grand plan that was going to be our Tunkhannock Transload facility. A facility in high demand that could move thousands of cars a year of fracking sand. This facility, as explained by our Marketing and Industrial Development teams, would be one of the biggest endeavors MOW would tackle to date and would forever change the landscape of Reading & Northern.

When we first laid eyes on the proposed site of our Tunkhannock Sand Terminal it was hard to see the concept. Multiple acres of tree covered, swampy land would have to be transformed into a flat pad, large enough to fit multiple tracks with a space in between for tractor trailers to turn around as they are loaded. As we began to wrap our heads around the facility the conversation quickly shifted as we not only had to construct the facility, but we also needed to connect this to our Susquehanna Branch. A line that sits approx. 25 feet above the proposed pad.

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In response to sand traffic from Tunkhannock, Riverside Yard rehabilitation begins with Russ Monroe, Josh Antosh, and Ryan Rupprecht laying ties and re-spiking Track #12.

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Fully diving into a project unlike any we have ever done to date, the RBMN team began working closely with what could be handled internally and what would be supported externally by outside contractors. What was decided was a Transload pad that was connected by a #8 switch coming off of the main, a second #8 switch immediately off that, and two 1200' sidings running down a ramp capable of holding 17-20 cars.

From concept to reality the project began with the removal of over half an acre of timber; cutting and clearing the brush away for pad that will soon offload thousands of tons of sand. With the utilization of heavy equipment such as dozers and excavators, we pushed and leveled the earth creating a pad 1500' long and 200' wide. Next, over 30,000 tons of rock of all sizes were brought onto site transforming a base that once was silt and river mud to a solid base capable of handling thousands of trucks a year. To ensure the area stays dry, a storm system was designed and installed throughout the pad leading to a retention pond that someone could describe as the size of an Olympic pool, albeit a dry one.

As we completed the pad MOW forces began installing the first of the two switches in the project. As the switch was finished, we made a connection to the first siding. Once that connection was made, we quickly began work on the 2nd switch and siding. Both tracks are constructed by both new and relay ties, 130 HF rail and 13-14" DS plates. The design to the track also allows for additional tracks to be added in the future as the transload needs increase.

In conjunction with the pad, MOW also had to consider the infrastructure upgrades needed to support this increase in sand related traffic. Over the Fall and Winter, MOW forces have also been busy at rehabilitating 12 switches and 12 tracks on the north end of Pittston Yard to accommodate the increased cars. While this work had to be paused at times over the cold of winter, MOW hopes to have this rehabilitation done early spring. Much of this yard has not seen traffic in this capacity since the 1970's and it is a pleasure to bring rail infrastructure back to this region.

We are also committed and under construction of another siding off our Main Line to support the demand for sand. Putting in a second track was something inconceivable after the second main was taken out many years ago by railroads past. This siding, located in Tunkhannock, will be over 6300' long and have the capability of storing over 100 sand cars. MOW hopes to have the first couple 3000' completed in spring with the rest of the siding being completed over the summer.

What has happened over the past couple of months is a complete transformation of the Tunkhannock landscape and just like in Field of Dreams, once the facility was built the sand cars came and were immediately on site and ready to unload. Like many other examples over the years at RBMN, it just goes to say that no project is too big, nothing too complex and the MOW team does not accept "can't" as an option. ♦



Early stages of the Tunkhannock Sand Facility can be seen with the beginnings of site grading by Alex. Scubelek, Jr.



Switch grading complete and ready for construction at the Tunkhannock Sand Facility.



First ties, plates, and spikes get laid out for track one in Tunkhannock.



Tunkhannock track one construction nearing completion, pictured are Jimmy Alba, Ryan Rupprecht, and Russ Monroe.



Tunkhannock track two nearing completion along with pad grading and stoning. Photo by Duane Engle.



With track construction complete, work begins on the switch for track two with Alex Scubelek, Jr., Russ Monroe, Jimmy Alba, and Ryan Rupprecht.



Switch construction begins in Tunkhannock with Russ Monroe, Jimmy Alba, and Ryan Rupprecht.



Following switch construction, stone for the pad gets rolled out from the top working down.



Alex Scubelek, Jr., Rebecca Engle, and Russ Monroe surface and line the curve for track one to accommodate 6-axle power.



Tie in begins at track two for Tunkhannock following switch construction with Jimmy Alba and Ryan Rupprecht.



Track two gets gaged and lined following making the connection to track on the pad with Duane Engle, Russ Monroe, Ryan Rupprecht, Alex Scubelek, Jr., Marc Aigeldinger, and Jimmy Alba.



Geo-grid mesh being rolled along the pad to assist with drainage of water as photographed by Jeremy Green.



First cars being spotted on track two and geo-grid being rolled out along the pad as photographed by Shawn Slusser.



Continuation of grading to allow for 15 foot track centers for the 6300' siding in Tunkhannock with Alex Scubelek, Jr.



Beginnings of roadbed grading along Rt. 92 in Tunkhannock for the double tracking of the Susquehanna Branch in response to sand traffic with Alex Scubelek, Jr.



Riverside rehab is underway with ties being removed and replaced on Track #12 by Dave Kittner and Josh Antosh.



Drone photos during grading of the sand facility pad taken by Alex Scubelek Jr.



Continuing on Riverside Yard rehab, Josh Antosh and Mike Aton tighten bolts on Track #4.

Pennsylvania Anthracite is Booming

BY: BILL CLARK, SENIOR VP COAL MARKETING

In studying economics, I was made aware of a term economists use; “there is no good or evil, just winners and losers.” In a crude way the war in Ukraine is an example of this principle. The war has laid bare a risky purchasing strategy in the Anthracite market. While it is too early to speculate on the medium to long-term impacts of the war, we can draw some preliminary conclusions on how the US Anthracite industry is being affected and what this portends for Reading and Northern.

EXPORT ANTHRACITE MARKET

Russia is the largest exporter of Anthracite in the world. Including Anthracite reserves captured when Russia annexed Eastern Ukraine, Russia exported a total of 22 million tons of Anthracite in 2020. In comparison, US Anthracite mines produced less than 10% of what Russia/Ukraine ships.

Most of the tons shipped from Russia/Ukraine will not be impacted by the war. China, India, and other Asian countries are large consumers of Anthracite from Russia; they will continue to take coal. However, shipments to Europe and the US have been affected by the war in Ukraine. European consumers of Anthracite are realizing the short and long-term implications of buying Russian coal. The US is the only viable alternative today.

The short-term impact of the war has created increased demand for US Anthracite. Major European consumers in the chemical, mineral and steel industries are reaching out to secure as much Anthracite as they can get. In 2021 US Anthracite producers shipped 175,000 tons of coal into the export market. The current 2022 forecast is for 500,000 tons of export coal, an increase of 285%! We expect this number to increase as more Anthracite consumers look to enter the market.

Beyond 2022 we are seeing greater interest in long-term supply contracts. If our export market continues its’ path, we are looking for double digit increases in export volumes in 2023. The war with Ukraine has exposed the risk for European industries in sourcing commodities from Russia. In discussions with our current and new customers we are hearing that the financial and moral impacts of dealing with Russia far exceed any short-term monetary savings.

Adjusting to a short-term 300% increase in shipments is difficult. Equipment availability, changing operational demands, and port constraints are some potential obstacles that need to be addressed. This is where RBMN shines; we have made extensive investments in people, equipment, and rail infrastructure. Those investments are why RBMN can meet a potential tripling (or more) of demand.

DOMESTIC ANTHRACITE MARKET

The domestic market has also been impacted by the war. Prior to the conflict, Russia and Ukraine were the largest shippers of pig iron in the world; accounting for more than 60% of world-wide demand. The US was a major receiver of Russian pig iron where it is used as an alternative to scrap in Electric Arc Furnace (EAF) steel mills. The loss of pig iron shipments has forced EAF plants to consume more scrap; requiring more Anthracite.

Russia was also dumping Anthracite into the US. In 2021 over 200,000 tons of Russian coal was imported into the US. With that coal gone customers are scrambling to find alternative sources of carbon. We expect to see additional business from this change.

This new business is on top of the gains RBMN is seeing. Our shipments to the river are expected to increase from 112,000 to 200,000 tons this year. The expansion of an EAF mill is driving this increase. A new steel mill is scheduled to come on-line in 2023; that will continue to drive more coal to the river.

Our rail-truck business continues to grow as well. A joint NS-RBMN expansion was finished this month; we expect to begin shipments to a newly constructed Zinc recycling plant in April. RBMN is also finalizing plans to open a rail-truck center in SC serving a large regional EAF steel mill. We expect this market segment to continue to grow.

Domestic coal shipments are poised to continue to grow beyond 2022. There are announced plans to build 5 new major EAF steel mills and additional capacity is in the planning stages. These new mills will add hundreds of thousands of tons per year of new traffic for RBMN’s coal franchise.

The US Anthracite business has struggled with low demand and dumped foreign coal. This is changing in a dramatic way. Increased demand at existing EAF mills, new EAF steel mills coming on-line and a shift to more exports is going to drive a seismic change to the US Anthracite market. All of this portends well for Anthracite shipments on “The Road of Anthracite.” RBMN will continue to invest in capacity to handle what could be record-setting shipments; not only in 2022 but for years to come. ♦

Car Shop



Manager of Safety and Development John Smolczynski teaching a conductor class. From left to right: Eli Wilson, Steven Schorr, Mikeal Geoghegan, Isaac Feenstra.



The RBMN 8956 is the first newly purchased Rapid Discharge car through the shop.

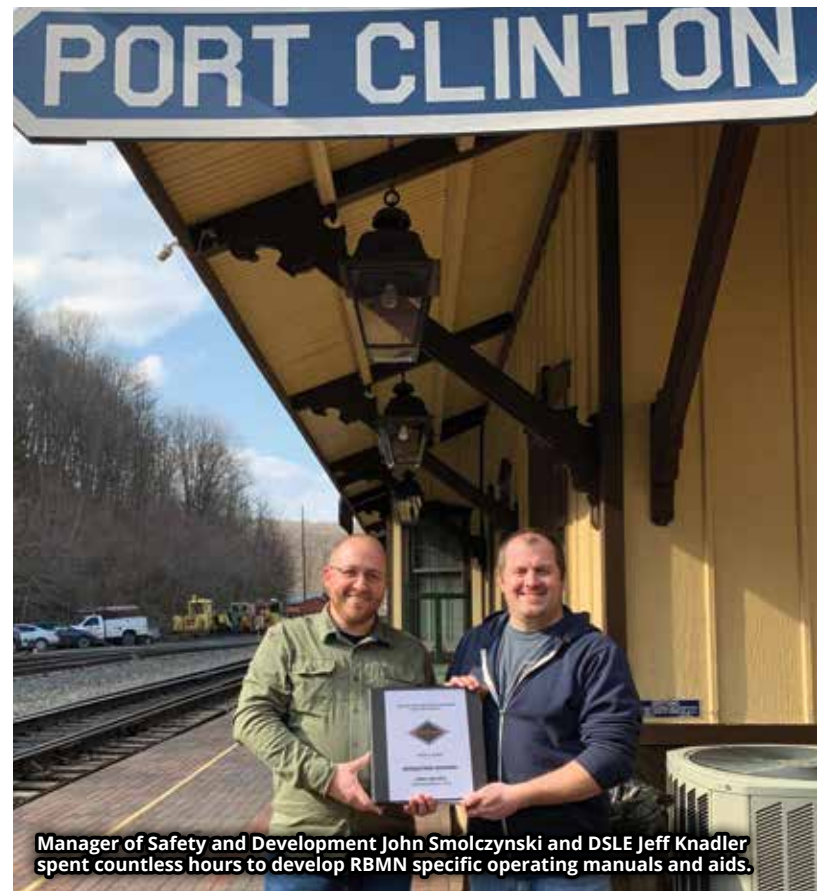
Safety Always The Reading & Northern Way

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY

Reading and Northern completed a momentous milestone on March 1, 2022 when our First Edition RBMN Operating Manual went into effect. This is the product of a long journey of refining RBMN specific rules and practices to enhance the safety of all our team members. Combined decades of experience came together to make this possible. Input and direction from our Owner and CEO, Andy Muller, Jr., was instrumental. All departments were involved in collaborating to ensure that the safety always attitude was embodied while considering efficiency. Manager of Safety and Development John Smolczynski and Engineer Jeff Knadler did the heavy lifting of taking the feedback from the designated instructors in each department along with their own railroading expertise to produce concise manuals. They also took the opportunity to enhance all our current forms, produce new ones and make everything uniform and professional. The end product evolved and increased in scope. I couldn't be more pleased of how the project has turned out. It has exceeded my expectations. Hats off to the pride that John and Jeff have towards the safety of their coworkers and the professionalism of the RBMN.

The cornerstone to a safe team is education and training. With enhanced company specific operating manuals, customer procedure manual, and qualification maps, the 2022 rules and training courses have been the best I've seen in the industry. 2022 marks a year that the RBMN has taken education and training to the next level (and it was already industry leading). All departments have tailored job and craft specific training to ensure new and experienced employees have a solid foundation to meet our goals of serving the customer on-time, safely. Processes for classroom and field training have been improved and go above and beyond industry requirements.

I am very excited to be a part of a team that is so extremely motivated to meet all the challenges that a growing railroad faces. 2022 is full of projects in all departments to help us meet the demand of our customers. Carloads continue to climb while efficiency of our freight network increases and new infrastructure is added at the same time old infrastructure is improved. The reinvestment into the company by Andy Muller, Jr. is apparent everywhere you turn. The Reading and Northern safety always attitude is evident at every job site and on every train. ♦



Manager of Safety and Development John Smolczynski and DSLE Jeff Knadler spent countless hours to develop RBMN specific operating manuals and aids.

BY: DAN PUKSAR, AVP MECHANICAL

Spring has sprung and the Car Shop is in full swing. Given the sizeable increase in coal traffic that Bill Clark predicts, (see his article on p. -) it seems like we will be very busy.

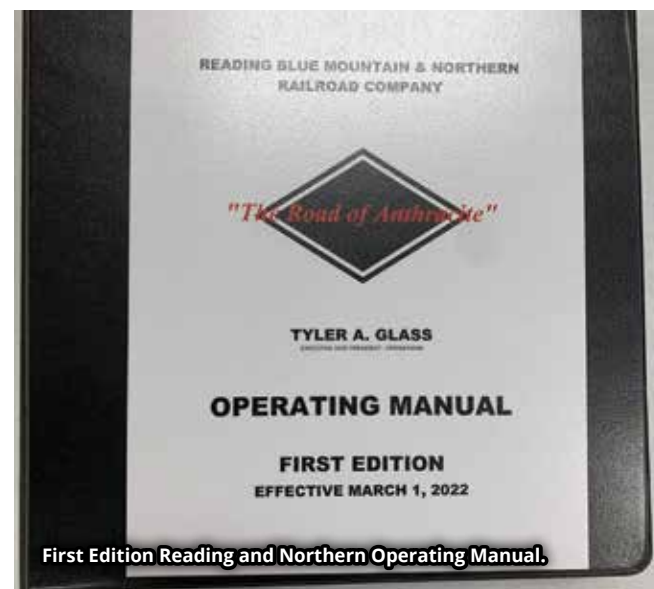
We are fortunate that our CEO/Owner Andy Muller, Jr. is always ahead of the next big opportunity. Last year he purchased 100 rapid discharge cars and 53 covered hoppers, all to ensure we had a sufficient fleet to handle future business growth. Well, the future is NOW!

In late 2021 Andy purchased a fleet of 100 rapid discharge cars from a power plant in Ohio. The cars were 2004 built cars and after inspection we found them to be in beautiful condition. We worked with the FRA on a waiver to get the cars moved from Ohio to our home shop here in Port Clinton so we could perform the needed five year air brake test and put our RBMN touch on the cars. As part of the waiver process the FRA needed to inspect the cars in Ohio. A couple of our Car Shop employees met with the FRA inspector on location and performed the required brake test. As expected, the cars passed with ease and the waiver was granted. The Wheeling and Lake Erie Railway and Norfolk Southern moved the cars expeditiously. Needless to say we couldn't wait to get the first car in the shop! The 8956 was the first car through the shop, all testing passed, doors opened and closed perfectly, and a new paint scheme was developed. This is also great timing as it appears our anthracite loadings may approach record levels this year.

The shop has also been busy getting the 53 newly purchased covered hoppers in service. This batch of cars continues to filter through the shop as we chip away at getting them all in service. We give them a series of brake test, bottom gate test, and checking all door seals. Once all the checks are done we begin the paint process. Once we learned just how busy our Paint Department was, we began spraying the cars in house. Meg Pursel and the paint crew loaned us a sprayer, showed us how to properly spray, and we took it from there. From welding/fabricating to painting, we do it all, we take great pride in the cars and I believe it shows.

The rest of the fleet looks very strong. Our shop car list is the lowest it's been in years as cars are being handled with care and our preventive maintenance program is having the planned effect. As a team we try to stay ahead of the business; the car fleet team meets once a week to discuss priorities, needs, and future business outlook. For example as the warmer weather nears, we know MOW will have a great need for their ballast car fleet. Working with MOW management we cycled their cars through the shop to give them an annual inspection and perform preventative maintenance on the cars. We also continue provide mobile services to our customers if there is a problem with a car on site.

I know one thing for sure and that is the business is constantly growing and the Car Shop will remain very busy fulfilling the needs of the business. In fact, we are in the process of hiring more people to keep up with the demand. ♦

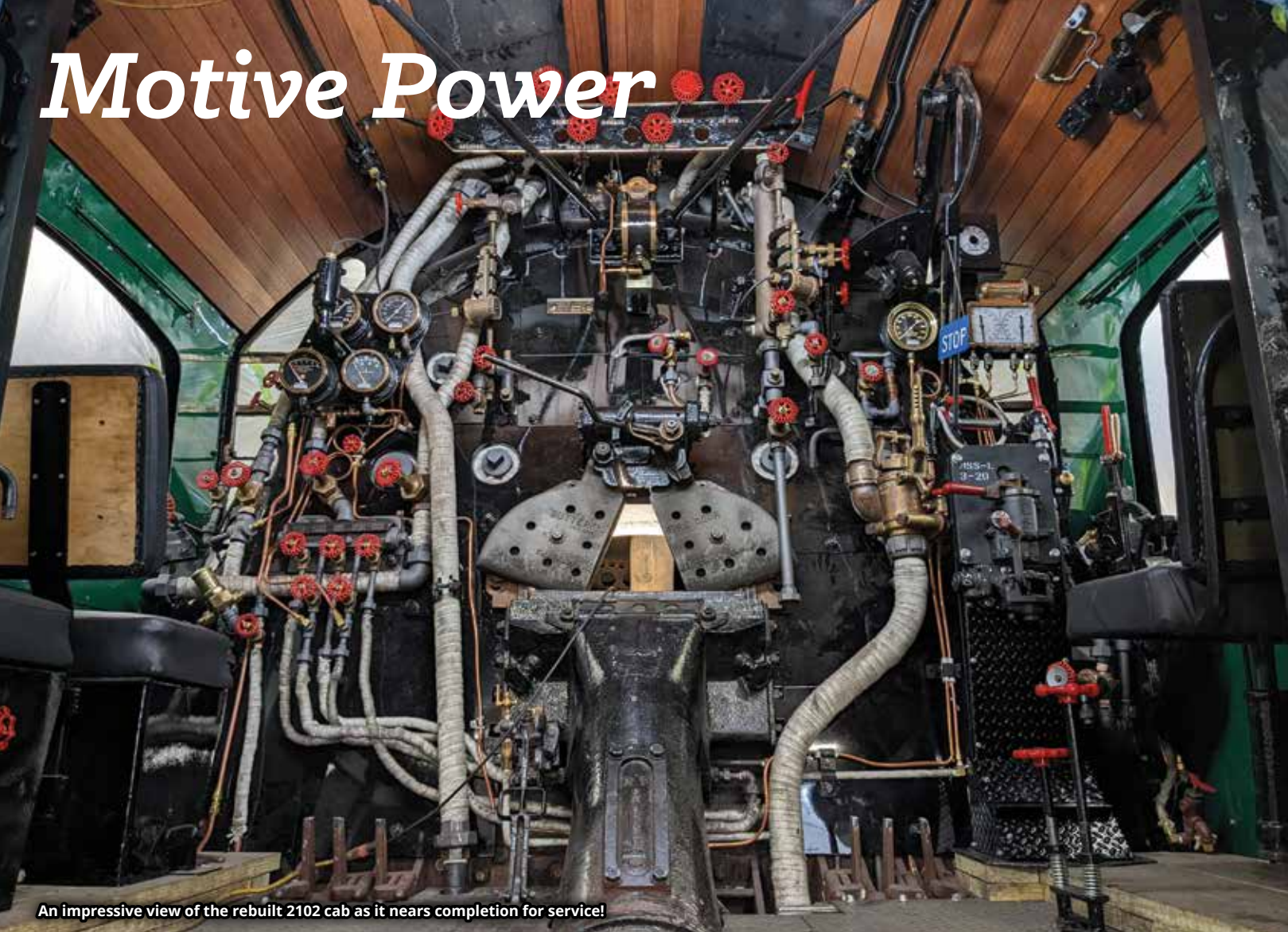


First Edition Reading and Northern Operating Manual.



The RBMN 10140 with a fresh paint job going into service.

Motive Power



An impressive view of the rebuilt 2102 cab as it nears completion for service!

BY: DUSTY BERNDT, VP MOTIVE POWER

Winter is in the rear-view mirror and Spring is an exciting time at the Reading & Northern. When the weather begins to warm up, we really look to ramp things up in the Locomotive Shop and the Passenger Department for mechanical repairs. The Diesel Locomotive Shop has continued to repair locomotives we purchased from Norfolk Southern in 2020. We had them in storage and continue to bring them to the shop and place them in active service.

Our latest addition to service was the SD40-2 3068 and now we have moved onto overhauling and upgrading the next SD40-2 which will be the 3064. We should add this locomotive to the active fleet soon. Another project has been the rebuilding of an engine in order to get the 3051 back to active service this Spring.

Speaking of adding locomotives to active service, April will include adding steam locomotive 2102 to the active roster for the first time since 1991. The 2102 has been through an extensive overhaul over the course of 5 plus years and we will soon see all that hard work come alive! Many talented and dedicated steam mechanics as well as countless volunteers and contractors have put a lot of hard work in the engine through these years to reach this goal. After spending much time getting the boiler back in operating condition, it was time to focus on many other aspects of the engine. There has been the rehabbing of the tender, the booster and needing to redevelop the stoker auger from scratch. I must say I was most impressed to see the auger built from scratch, as it looks very impressive! The Engine House mechanics joined the effort by helping to install the new 26 air brake system and associated piping under the cab. The 2102 is currently getting some cosmetic finishing touches added to it, such as the new jacketing being custom made surrounding the

entire engine and all new skirting running down both sides of the engine that was also hand fabricated by the Steam Shop mechanics.

Spring of 2022 has also brought many more projects for passenger mechanical. Over the past months our CEO/Owner Andy Muller, Jr. has purchased many beautiful passenger coaches and two more additional dome cars to add to our one operational dome car. We have done various repairs on the coaches to get most of them in active service as soon as possible. These repairs have included truck repairs, repairing water leaks and getting the restrooms fully operational. We have also dedicated a lot of time to true the wheels on these coaches as many of them needed a new profile put on the wheels. This new profile will greatly improve the "ride" on the coach with the wheels following the rails appropriately. Our mechanics have also repaired many of the Reading & Northern existing coaches in the past year. We have changed and upgraded many of the wheels on the 200 series coaches, as this included converting them to maintenance free roller bearing wheel sets. We still have more coaches to go, but we have dramatically improved our coach fleet in the past year and a half, and we don't plan on stopping until they are the best they can be!

The Reading & Northern takes tremendous pride in being self-sufficient with our repairs and believes in having the best rolling stock we could possibly have. The skill, production and finished product is always evident with the men and women of the locomotive and passenger mechanical repair shops. We will continue to be the best we can be and please watch out for the 2102 blowing its whistle in the month of April to begin the Spring season! ♦

Closing the Gap



Railwork's TKO breaks ground on the first of over 15,000 ties for the 2022 mainline tie project.

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY

With Spring right around the corner and the ground unfreezing, MOW is getting ready to begin our annual tie project. We are kicking off the 2022 season by planning to install over 16,000 ties throughout our Main Line from Tamaqua (ML MP 100) through the Lehigh Gorge (ML MP 126). This area will encompass our newly acquired section of railroad through Carbon County. In previous articles MOW has explained in detail the major upgrade this section of our Main Line is receiving.

RailWorks, an outside contractor, is scheduled to complete the tie installation over a two-week span between March and April. They will have a consist of over 25+ guys and multiple pieces of equipment installing over 1000 ties a day. Members of the MOW team will be working hand-in-hand providing oversight to the project, making sure their workers are safe and the RBMN specs are adhered to.

A project like this takes months of planning and preparation, starting with CEO, Andy Muller Jr., meeting with leaders in MOW to review the next year's tie change out locations. From there, different members of the MOW Management team begin the long process of walking inspections and tie marking to get an idea of how many ties will need to be changed. As that information becomes known, other members are coordinating material ordering and reaching out to outside contractors for bids. Overall, it is an arduous process that often has changes from the original plan. All this effort and manpower is worth it though because the areas we address are set for years to come. ♦



Railwork's TKO installing ties near Jim Thorpe Junction. Photo by Russ Monroe.



Railwork's crews install plates following behind tie installation. Photo by Russ Monroe.

Winter Ridership

BY: MATT FISHER, PASSENGER GENERAL MANAGER

The time has finally come to operate passenger trains year-round. The railroad made that decision in late 2021 with no one knowing what kind of ridership the cold winter month of January would yield. After experimenting with three 70-minute trips into the Lehigh Gorge State Park on every January weekend, management was quite impressed. We even asked the question, "why didn't we do this sooner?"

In January, nearly 4,000 people rode the heated Lehigh Gorge Scenic Railway trips. Downtown stores and restaurants were happy for additional business in what tends to be the slowest month of the year for tourism in Jim Thorpe. Many younger families rode the trains, most of them coming from one of the Pocono resorts to spend some time in Jim Thorpe.

February was just as promising as January. For the first time ever LGSR trains operated all four February weekends. In years past the train would open on Winterfest weekend, which usually landed on President's Day weekend. Over 6,600 people rode the passenger trains in February. The Reading and Northern sponsored Winterfest which included a huge ice sculpture in the shape of a throne with the LGSR logo etched into it. This throne became the main attraction for hundreds of people on which to take their picture with, recording lifelong memories.

The winter months became so busy that it was then decided to add trains from Reading Outer Station to Jim Thorpe. This all-day round trip was on a similar schedule to the summer and fall trips, leaving Reading Outer Station at 9:00 am with stops at Port Clinton station and Tamaqua station, arriving at Jim Thorpe after 11:00 am. Guests had over three hours to explore the downtown area before the return trip. Themes included Valentine's Day, Winterfest, and Fastnacht Day. Traditional PA Dutch fastnachts were served on dining car 1166, marking the first time a dining car was put into service on a revenue passenger train. All three weekends were a hit, and the Passenger Department will continue offering these themed trips next year.

Special thanks to both the full time and part time employees who worked the passenger trains in the cold winter months. Unlike some passenger railroads, the Reading and Northern will not cancel train trips in the snow. One day was icy and one day was snowy while operating this winter. Even in the snow and ice, over 150 people per day rode the train. Many of them thanked us for remaining open since they only had so much time to spend in Jim Thorpe on vacation.

March LGSR trains will operate Saturdays and Sundays. In April the Easter Bunny trips will return with cookies handed out to all, along with a visit from the Easter Bunny. The day after Easter Sunday, LGSR trains will resume a daily schedule. Trains will operate daily through early November. For those who are looking to avoid bigger crowds and traffic in Jim Thorpe, a weekday visit in April or May could be the answer.

Look out for trips from Reading Outer Station to Pottsville on select days starting in April. This type of trip was tested out late in 2021 and became very successful. Guests will have enough time to take the popular Yuengling Brewery tour, Jerry's Classic Cars & Collectables Museum tour, and still have time for lunch at several different eateries in downtown Pottsville.

Reading Outer Station to Jim Thorpe all-day trips will resume May 7th on weekends until December. The return of "Iron Horse Rambles" with steam locomotive 2102 start May 28. More details about the itinerary and pricing for the "Iron Horse Rambles" are located in the press release found in this magazine.

In closing, there are more opportunities than ever before to take some time to relax and ride the train. Some trips cater to the tourists visiting Jim Thorpe for only a few hours, while other trips entice historians and railfans to ride an all-day trip. No matter what, everyone is welcome to ride the rails this year on the Reading and Northern. More information can be found on Facebook, www.lgsr.com, www.rbnrr-passenger.com, or by calling 610-562-2102. ♦



Andy Muller, Jr. and Matt Fisher seen at Lehigh Gorge ice throne, the main Winterfest display, February 2022.



LGSR train entering the Lehigh Gorge on January 1. This marks first date of year-round service and dome car seating availability. Currently there are two dome cars on each LGSR train.



Locomotive 2102 pictured in final days before first test run on the rails. Late March 2022.

"The Road of Anthracite"

FOR IMMEDIATE RELEASE:

Reading & Northern to Reintroduce Historic Steam Locomotive to Service

Port Clinton, PA – March 22, 2022

The Reading & Northern Railroad is excited to announce the return of famed T-1 class steam locomotive #2102 with four "Iron Horse Rambles" excursions. For the first time in over 30 years, T-1 #2102 will be pulling mainline excursions on the Reading & Northern once again! These excursions will be offered on May 28th, July 2nd, August 13th, and September 3rd, with five classes of seating being offered.

The all-day Iron Horse Rambles will travel from Reading, PA to Jim Thorpe, PA and return. A lay-over of three and a half hours will be taken at Jim Thorpe. As an added bonus for railfans and train enthusiasts alike, a photo run-by opportunity will occur. "A photo run-by will be offered on the return trip from Jim Thorpe to Reading", according to Passenger Department general manager Matt Fisher. "This is an opportunity for riders to exit the train and take pictures and videos of the train passing by a photo location. It is very similar to the famed Reading Company Iron Horse Rambles of the late 1950s and

early 1960s", said Fisher.

Built in 1945 by The Reading Company at their Reading, Pennsylvania shops, #2102 is one of four surviving T-1 class locomotives. The locomotive had a busy career hauling heavy coal trains for the Reading until being retired – set aside by the company for use in its Iron Horse Rambles program at the end of the steam era in the late 1950s. After spending several years with Steam Tours in Ohio, Andy Muller, Jr. purchased the locomotive in 1985, operating it between Temple, PA and South Hamburg, PA. In 1991, the locomotive was placed into storage.

In 2016, work began on rebuilding the locomotive and bringing it back to service on the Reading & Northern. After 30 years being out of service and an extensive rebuild costing over 2.4 million dollars, the time has come for #2102 to make a triumphant return to the high iron.

Tickets are available for sale on our website www.rbnrr-passenger.com, or over the phone at 610-562-2102. Ticket pricing will be per person, regardless of

age. Standard Coach seating \$99, Crown Class Coach seating \$110, Pullman Car Private Rooms \$299 per room for up to two people, First-Class Dome Car seating \$199, First-Class Lounge Car seating \$199, and First Class Lounge Observation Car seating \$210.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 70 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It has expanded its operations over the last 30+ years and now handles over 34,000 carloads of freight and 200,000 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. ♦

Preparing for the Rambles

BY: JOSH CASCARELLA, PASSENGER DIRECTOR

There is so much involved with the planning and execution of an excursion train, let alone one pulled by a steam locomotive! As the return of 2102 drew closer, the time came to begin the planning process for the first excursions pulled by the T-1 in over 30 years. The Passenger Department team has been working hard over the last several months to ensure that these excursions are a great success!

The whole process started with selecting dates. Most of the dates that were selected land on holiday weekends. This makes it easier for people looking to travel long distances to ride our train. The next step was to determine the types of seating and number of seats that would be available on these trains. The addition of several cars to the Reading & Northern passenger fleet provided the opportunity for several different classes of seating on board. Seating options will include Standard Coach, Crown Class Coach, Pullman Car, First-Class Dome, First-Class Lounge, and First-Class Lounge Observation.

With the dates and seating options confirmed, we could begin advertising and selling tickets. A two-page advertisement was placed in Trains Magazine, Railpace, and Railfan & Railroad Magazine. Before we started selling tickets to the general public, we opened up ticket sales to those that had remaining credit from the canceled F-Unit trips from 2020 as these customers have been loyal to the railroad. Once all of those individuals were contacted, we opened up sales on our website on Tuesday, February 15th at 9:00 a.m. The response was overwhelming, and we thank those who purchased tickets.

Now that tickets were on sale, our focus could turn to excursion day logistics. The Reading & Northern Police Department has been working closely with us to make sure parking and security were in place. The Passenger Team has also been working on a packet of items to give out to each passenger including a program and some other surprises.

The main focus now shifts to the steam shop crew. The home stretch of work to the locomotive occurred before the test run. It was very important to test out the locomotive on freight trains before putting it into passenger service. The paint crew completed the final details of painting and lettering the locomotive. So when the big day arrives, the public can enjoy this amazing machine.

A lot of time and work has gone into preparing for the return of steam locomotive 2102, and none of it would have been possible without the tremendous effort of our team here at Reading & Northern. This project was completed totally by Reading and Northern money. There were no donations or grant money associated with the 2102 project. Thus, if you support what the railroad has done, please buy a ticket and enjoy the ride. Tickets can still be purchased at www.rbnrr-passenger.com or by calling 610-562-2102. We look forward to seeing everyone on the train with us! ♦

Steam Locomotive 2102 Has Completed Successful Test Runs

Port Clinton, PA – April 14, 2022

The Reading & Northern Railroad is excited to announce that steam locomotive #2102 has successfully completed its first test runs following its extensive five-year rebuild. The locomotive made a homecoming on Wednesday, April 6, stopping briefly at Reading Outer Station with hundreds of people looking on. It also visited Tamaqua on April 7 & 8, plus Nesquehoning and Jim Thorpe on April 8.

Locomotive 2102 is a T-1 class steam locomotive built by the Reading Company in their own Reading, PA shops in 1945. The locomotive has been out of service since October of 1991, and has been undergoing a complete restoration over the last five years totaling a cost of over \$2.4 million. Once reassembly of the locomotive was completed, Andy Muller Jr., Owner/CEO of Reading and Northern Railroad lit the fire on Monday, April 4, 2022. The 2102 left the Port Clinton Steam Shop at around 10:00 a.m. on Wednesday, April 6 bound for Outer Station. While in Reading, the crew took the opportunity to weigh the locomotive on the company's scale in North Reading Yard. On the return trip back to Port Clinton, Andy Muller, Jr. was at the throttle. "The engine performed amazingly, this will bring joy to a lot of people, including my family," said Muller. The steam crew continued to conduct tests and make adjustments as needed throughout the week in preparation for 2102's first Iron Horse Rambles excursion on May 28. These train trips will run from Reading Outer Station to Jim Thorpe, PA and return.

There is still some availability to ride behind the mighty T-1. Tickets can be purchased at www.rbmnr-passenger.com/rambles or by calling 610-562-2102.

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 34,000 carloads of freight and 225,000 excursion train riders over 400 miles of track. Reading & Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,800 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. ♦



Andy Muller at the throttle.



2102 at Reading Outer Station.



2102 under power.

♥ Rescued, Adopted, Loved ♥

BY: MARY ANN CULP, RESERVATION & ONLINE STORE SPECIALIST



I found Mia on Cuddly.com. This donation platform was started by the NFL Referee, John Hussey. After making donations to injured animals in need through this website, I saw Mia's story and my heart broke for her. She had a broken pelvis, a gash in her right cheek and her right eye was badly infected and bulging from her head. She was taken to one of the many high kill shelters in the state of Georgia. Change A Life Dog Rescue, a foster home-based rescue in East Haddam CT, arranged for her medical care, surgeries to remove her eye, and FHO for her pelvis, and transport to CT. I adopted her on February 6, 2022, and brought this sweet girl home to Schuylkill Haven. She is extremely traumatized and hides behind the couch when she hears any noise outside. The good news is that she is learning to trust me a little each day. She is starting to play with soft toys and is interacting with my other dogs, Maggie and Tiny Dancer. I believe in time she will be able to relax and enjoy the rest of her life in her forever home. I want to thank The Muller Family for the adoption reimbursement benefit that helps with the costs of giving these babies homes! Thank you!

HAPPY BIRTHDAY

MAY 1.....SHAWN FREDERICKSON	JUNE 3.....CURTIS CIBELLO	JULY 8.....ERNEST HENRITZY, JR.
MAY 2.....TONY WEACHOCK	JUNE 3.....JOSHUA HASSLER	JULY 10.....JOSHUA YOUPA
MAY 6.....JOANNE EVANS	JUNE 4.....TRISHA VANDYKE	JULY 11.....JOSEPH MATUELLA
MAY 7.....BRETZ FETTEROLF	JUNE 5.....ERIC QUIMBY	JULY 12.....ERIC PETERS
MAY 9.....EUGENE S. BOYLE, JR.	JUNE 7.....TIMOTHY BARNES	JULY 14.....MICHAEL BAILEY
MAY 9.....GORDON CLARK	JUNE 10.....PETER COLLINS	JULY 14.....DALE HOMM
MAY 9.....DENNIS ROSOHAC	JUNE 10.....JOHN FAUZIO	JULY 15.....ERICA LUTZ
MAY 11.....DEANNA JOHNSON	JUNE 14.....NATHAN FIORAVANTI	JULY 15.....DANIEL RAWLEIGH
MAY 11.....AARON SCHLOSSER	JUNE 14.....JODI HOY-KAISER	JULY 15.....DAKOTA REBER
MAY 16.....ALLY MCGINLEY	JUNE 14.....JESS GRIESSER	JULY 15.....VIRGINIA PIZZA
MAY 17.....RHONDA BUECHLE	JUNE 16.....HENRY PLUMBER	JULY 17.....MATTHEW COLLINS
MAY 18.....RUSSELL SHURTLIFF	JUNE 16.....COLIN GIPE	JULY 18.....BENJAMIN BALTHASER
MAY 19.....CHARLES TRUSDELL III	JUNE 18.....DENISE KACSUR	JULY 18.....CHASE CAPRON
MAY 21.....CHARLES TRUSDELL	JUNE 18.....HUNTER RICHARDSON	JULY 18.....CHASE CAPRON
MAY 21.....STEVEN SCHORR	JUNE 19.....JERRY BINDER, JR.	JULY 20.....DARRELL MATZ
MAY 24.....LISA MATZ	JUNE 19.....MICHAEL PATTON	JULY 20.....NATHAN MENGEL
MAY 26.....MARIO DEMARCO	JUNE 22.....ROBERT SHAULIS, JR.	JULY 20.....SAMUEL WILLS
MAY 26.....RYAN RHODY	JUNE 23.....MICHELE DAUB	JULY 21.....TAMMY DEBKOWSKI
MAY 27.....CHARLES BURNETT	JUNE 27.....CHRISTOPHER PETERS	JULY 21.....TAMMY DEBKOWSKI
MAY 28.....STAN NESTOR	JUNE 28.....IAN MCKEOWN	JULY 23.....BRYAN MEADE
MAY 28.....SIERRA WANAMAKER	JUNE 28.....JOSHUA REHRIG	JULY 24.....DAVID HUTTON
MAY 29.....JEFFREY SONDAY	JULY 1.....JEREMY ATWELL	JULY 25.....STEVEN KOLBE
MAY 29.....MICHAEL GRUBER	JULY 1.....JOHN BYASSEE	JULY 25.....KYLE SANDERS
MAY 29.....KYLE KOGOY	JULY 3.....WILLIAM BUBECK	JULY 28.....JAMES ALBA
MAY 31.....CAMERON ODELL	JULY 4.....BENJAMIN MEISER	JULY 28.....FRANKLIN DAUB
MAY 31.....KATIE BONNER	JULY 5.....TYLER GESCHWINDT	JULY 28.....MICHAEL VOORHEES
JUNE 1.....THOMAS MORASKI	JULY 5.....CHRISTOPHER NEFOS	JULY 29.....ISSAC FEENSTRA
JUNE 2.....BRANDON KALBACH	JULY 6.....JOHN DUBICK	JULY 20.....ZACHARY SIMPSON
JUNE 2.....WILLIAM SOLOMON	JULY 6.....CONNOR HEDRICK	JULY 31.....SHAWN SLUSSER

RBMN Anniversaries

35 YEARS



March 1, 1987
Diane Leiby
Payroll Director - Finance

30 YEARS



April 6, 1992
Tom Stemko
Manager - Car Shop

25 YEARS



February 24, 1997
William Riegler
Engineer - Operations



April 28, 1997
Michael Bischak
Engineer - Operations

15 YEARS



April 9, 2007
John Dubick
Carman - Car Shop

10 YEARS



March 14, 2012
Michael Painter
Patrolman - Police

5 YEARS



March 23, 2017
Charles Burnett
Car Host Passenger



March 23, 2017
Robert Kempes
Car Host - Passenger



April 5, 2017
William Keim
HVAC Tech. - Facilities

3 YEARS



February 1, 2019
Thomas Skrutski
Conductor - Op.



March 14, 2019
James Garraway
Car Host Passenger



March 14, 2019
Ally McGinley
Car Host - Passenger



March 19, 2019
Adam Boak
Conductor - Op.



April 5, 2019
Kaitlyn Helbert
Accts. Receivable Asst - Finance

1 YEAR



March 22, 2021
John Fauzio
Steam Mech. - Mech.



April 5, 2021
Jack McCoy
Director - HR



April 5, 2021
Mark Schmehl
Line Service Tech. - RJC



April 26, 2021
Derrick Keener
Trackman - MOW



April 20, 2021
Nathan Fioravanti
Line Service Tech. - RJC

WELCOME ABOARD

New Employees!



Alexander Scubelek III

Alexander Scubelek III, was recently hired as a Backhoe Operator within our Maintenance of Way Department. He attended Old Forge High School. Alex had been working as a subcontractor at RBMNRN for seventeen years before being hired full time.



Jarred Strohl

Jarred Strohl was recently hired as a Paint and Restoration Technician within our Paint Department. He attended Lehigh Area School District and Carbon County Technical Institute. Prior to working at RBMNRN, Jarred was a Connector/Welder at Laborer and Ironworking for six years. Jarred enjoys race hare scrambles and motocross. He also likes to build demo derby cars.



Jason Lindell

Jason Lindell was recently hired as a Locomotive Mechanic within our Mechanical Department. He attended Toulle Lake High School and Lower Columbia College. Prior to working at RBMNRN, Jason was a Locomotive Mechanic at BNSF Railway for sixteen years. He enjoys back country bow hunting.



William Yanoshik

William Yanoshik was recently hired as a Facilities Technician within our Paint Department. He attended Hazleton Area School District. Prior to working at RBMNRN, William was a Wood Picker at Hazleton Shaft for thirteen years. He has been married to his wife, Lisa, for 27 years.



Benjamin Bibik

Benjamin Bibik was recently hired as Principal Software Engineer. He attended Fabiu-Pompey High School and Suny Morrisville College. Prior to working with RBMNRN, Benjamin was a Senior Software Architect with Transportation Insight for ten years. Benjamin worked in multiple fields such as energy, finance, insurance, and most recently transportation as a Software Developer for thirty years.



Bradley Auman

Bradley Auman was recently hired as an HVAC Technician within our Facilities Department. He attended Exeter Township High School and Berks Career and Technology Center. Prior to working at RBMNRN, Bradley worked as a Service Tech/ Foreman/Installer/Supervisor at UGI Heating, Cooling, and Plumbing for fifteen years. He loves spending time with his daughter and going to her softball games.



Mary Synnott

Mary Synnott was recently hired as a Customer Service Manager within our Traffic Department. She attended Manville High School and Raritan Valley Community College. Prior to working at RBMNRN, Mary was a Customer Service/Logistics Coordinator at East Coast Erosion Blankets for six "wonderful years". Mary enjoys following spring car and flat track racing. She also enjoys spending time watching her grandbaby, Mallory.



Russell Shurtleff

Russell Shurtleff was recently hired as a Part Time Engineer within our Passenger Department. He attended Abington Heights School District, University of Scranton, Catholic University of America, and Columbus School of Law. Prior to working at RBMNRN, Russell was a DSLE Engineer at the Strasburg Railroad Company for 36 years. He is a volunteer Firefighter and enjoys hiking and travelling.



Isaac Feenstra

Isaac Feenstra was recently hired as a Conductor within our Operations Department. He attended Upper Perkiomen High School and Western Montgomery Career and Technical Center. Prior to working at RBMNRN, Isaac was a Mechanic at Levy School Bus Company for one year.



Charles Miner

Charles Miner was recently hired as Vice President of Software Engineering. He attended Phoenix Central High School and Suny Morrisville College. Prior to working with RBMNRN, Charles was the President at Rail Operations for twelve years.



Jodi Hoy-Kaiser

Jodi Hoy-Kaiser was recently hired as a Customer Service Manager within our Traffic Department. She attended Blue Mountain Area School District and Albright College. Prior to working at RBMNRN, Jodi was the Owner/ Operator of Hoy's Used Cares and Title & Tag Service for 35 years. She enjoys spending time with her daughter, Abbie, and also outdoor life, gardening, wine tours, and retail therapy. Jodi has two German Shorthairs named Leedo and Macgyver and a cat named Booger. She has been married to her husband, Jim, for 28 years.



Kyle Kogoy

Kyle Kogoy was recently hired as a Signal Maintainer within our Signals and Communications Department. He attended G.A.R. Memorial High School and Misericordia University. Prior to working at RBMNRN, Kyle was an Electrician and Field Technician at Electrical Testing Solutions for two years.



Henry Plummer

Henry Plummer was recently hired as a Line Service Technician at the Reading Jet Center. He attended Mount Greylock RHS, Daniel Webster College, USAF, and Flight Safety International. Prior to working at RJC, Henry was a Line Service Technician II at Naples Airport Authority for six months. He is an avid outdoors person who enjoys both summer and winter sports. Henry also loves to help people in need.



Seth Bednar

Seth Bednar was recently hired as a Locomotive Mechanic within our Mechanical Department. He attended Lehigh Area School District and Pennsylvania College of Technology. Prior to working at RBMNRN, Seth was a Diesel Technician at Hunter Truck for five years. Seth likes to hunt and fish in his spare time.



Matthew Nestor, Jr

Matthew Nestor, Jr. was recently hired as a Trackman within our Maintenance of Way Department. He attended Commonwealth Connections Academy. Prior to working at RBMNRN, Matthew was a Laborer/Operator at Shaw Brothers Construction for two years.



Jeffrey Gerber

Jeffrey Gerber was recently hired as a Real Estate Inspector within our Real Estate Department. He attended Tamaqua High School. Prior to working at RBMNRN, Jeffrey was a Carpenter at Blaschak Anthracite Corporation for four years. Jeffrey is a Veteran of the United States Army. Thank you for your service!



Ryan Boyer

Ryan Boyer was recently hired as an Electrician within our Signals and Communications Department. He attended Brandywine Heights School District and Kutztown University. Prior to working at RBMNRN, Ryan was the Lead Electro Mechanic with Dairy Farmers of America for sixteen years. Ryan spends most of his free time shooting shotgun sports competitively and fly fishing.



Quinn Cromyak

Quinn Cromyak was recently hired as a Real Estate Inspector within our Real Estate Department. He attended Pottsville High School and Schuylkill Technology Center. Prior to working at RBMNRN, Quinn worked as a Heavy Equipment Operator at Reading Anthracite for five years. He also worked for the Dauphin County Sheriff's Office. Quinn is a Military Police Officer with the United States Army National Guard. Thank you for your service, Quinn!



Justine Berger

Justine Berger was recently hired as a Customer Service Manager within our Traffic Department. She attended Hamburg Area High School and Kutztown University. Justine enjoys being outside and taking her dog on walks.



Mikeal Geoghegan

Mikeal Geoghegan was recently hired as a Conductor/ Engineer within our Operations Department. He attended Franklin High School. Prior to working at RBMNRN, Mikeal was a Conductor/Engineer at Norfolk Southern for 10-1/2 years.



Michael Aton

Michael Aton was recently hired as a Machine Operator within our Maintenance of Way Department. He attended Crestwood High School. Prior to working at RBMNRN, Michael was a Heavy Equipment Operator with New Enterprise Stone and Lime for two years. Michael said he spent ten seasons as Aweldland Firefighter and Engine Captain for the U. S. Forest Service in Washington State and Oregon.



Steven Schorr

Steven Schorr was recently hired as a Conductor within our Operations Department. He attended North Allegheny Senior High School. Prior to working at RBMNRN, Steven was a MOW Laborer at North Shore Railroad for nine months.



Elijah Wilson

Elijah Wilson was recently hired as an Engineer and Conductor within our Operations Department. He attended Northampton Area High School and Northampton Community College.



Nicole Wolf

Nicole Wolf was recently hired as a Ticket Agent within our Passenger Department. She attended Freedom 2003 High School and is currently attending LCCC for Graphic Design. Prior to working at RBMNRN, Nicole worked at the front desk at St. Luke's Fitness Center for two years. Nicole enjoys going to parks with her family and riding the rides.



Alec Humes

Alec Humes was recently hired as a Car Host within our Passenger Department. He attended Tamaqua High School. Prior to working at RBMNRN, Alec was a referee with Skirmish U. S. A. Paintball for six months. Alec says he has a passion for the railroad and loves to make kids smile. He flies planes and aspires to become an airline pilot.



Robert Sikorsky

Robert Sikorsky was recently hired as Car Host within our Passenger Department. He attended Palmerton High School and LCCC. Prior to working at RBMNRN, Robert worked as a Corrections Officer in Northampton County retiring after twenty years.

Red Creek Wildlife *Wildlife In Need*

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

This past January, the USDA reported that a Eurasian strain of a Highly Pathogenic Avian Influenza virus (HPAI) was detected in eastern Canada. In February, the virus was found in a wild American wigeon in Georgia, and an outbreak occurred on a turkey farm in Indiana. It was apparent that this virus was spreading fast.

The HPAI virus is highly contagious and is fatal to raptors and commercial poultry. This strain is not only transmitted from bird to bird but can be easily spread by a caretaker on skin, clothing, and shoes. An outbreak could cripple the poultry industry and affects wild birds, backyard flocks, and pets. The virus could also devastate a wildlife center like Red Creek, especially since we have a large number of permanent resident raptors that serve as educational ambassadors and foster parents for other birds.

In February, Red Creek, along with other state wildlife rehabilitation centers, met with the Pennsylvania Game Commission veterinarians to learn how to mitigate this new threat. One scary fact revealed during this meeting was that a positive test in a bird at a clinic will result in closure for quarantine. It could also result in the USDA deciding to destroy all birds at a facility in order to contain the spread, an unimaginable tragedy for everyone.

Red Creek staff mobilized immediately following this meeting, initiating new avian admission protocols and designing a bio-security plan for our resident birds. Our goal was to keep rehabilitating wildlife while protecting our residents and other avian patients from this deadly virus.

Because of the support we receive from the Reading Northern and Blue Mountain Railroad, Red Creek has two adjacent yet separate properties. We also have a dedicated pool of staff and volunteers to handle over four thousand animals annually. This allowed us to separate our resident birds and long-term patients from the clinic. We moved all of our birds to my old residence and appointed dedicated staff to be responsible for their care. All new patients are admitted through the clinic across the street with separate staff dedicated to their attention. These measures ensure that our resident birds are protected from exposure to the virus.

Protecting new admissions was more difficult because waterfowl, shorebirds, gamebirds, crows, and ravens could carry and spread the virus without getting sick. This would become dangerous later in the spring when hundreds of baby ducks and geese would begin to arrive.

We reached out to Lynn Dierwechter of Helping Hands Wildlife Center, a mammal rehabilitator in Schuylkill County. She agreed to accept baby waterfowl and was designated as a sub-permittee under Red Creek's bird permits. Several long-time volunteers also agree to care for baby waterfowl in their homes instead of volunteering at the center. These off-site areas would help keep the virus out of the clinic, but adult birds remained a risk. The Game Commission offered free testing for birds admitted, but tests would take one or more days before the results were known. We had to find another way to separate individual birds until they were deemed virus-free.

Bonnie Bohnenblust is a Red Creek board member, capture and transport specialist, and volunteer coordinator. She also spends many hours researching anything that will help Red Creek. While researching Avian Influenza, she discovered a rapid test that screens for all bird flu viruses, even the common strains that are prevalent and of low risk. We immediately set up an account with the manufacturer and are now able to immediately test all birds when they first arrive at the clinic. We also informed the other centers of the rapid test availability, and it has quickly become standard practice throughout the state.

The cost of mitigating this virus has been high for Red Creek. The rapid tests cost nine dollars per test, and Red Creek also spent thousands of dollars on PPE, disinfectants, and the extra equipment and supplies needed to stock both locations. In addition, since the virus spreads mainly through waterfowl and can remain in the environment for long periods, we canceled dozens of outdoor public wildlife programs and programs at nature centers located in wetland environments.

Because the virus is long-lived in the environment, I also wish to alert anyone who has pet birds or fowl at home. If you are working in an area where waterfowl are present, or go birding, fishing, or simply visit a wetlands area, you can bring this virus home to your birds. However, there are measures you can

take to protect your birds.

Have dedicated clothing, especially shoes, that you only wear around your backyard flocks.

Change your hiking shoes when returning to your car, and place those shoes in a plastic bag. This helps keep the virus out of your car.

Launder outdoor clothing immediately, and add a cup of hydrogen peroxide to the laundry.

A recent study showed that 70% isopropyl alcohol kills the virus in fifteen seconds. Other disinfectants had less of an effect. You can use this alcohol to disinfect your skin, equipment, and shoes.

It is currently early April as I am writing this. To this date, over five hundred wild birds in the United States have been detected with the virus, and over twenty-two million domestic birds have been affected in thirty-four eastern and mid-western states. Historically, outbreaks such as this last through the spring migratory season and begin to dissipate by late June. The threat is ongoing and we will remain vigilant to protect any birds that come into our care. ♦



Gabby the Great Horned Owl.



Cookie the Barred Owl.



Cricket the American Kestrel.

EMPLOYEE SPOTLIGHT

BY: SABINE FIDLER, HUMAN RESOURCES ASSISTANT

Congratulations John!



I am happy to introduce John Dubick, Class 2 Carman, as our Spring 2022 "Spotlight Employee". John has been with RBMN since April 9, 2007.

Prior to joining RBMN, John worked for Mack Truck in Macungie for two years and Dana Corporation in Reading for thirteen years making/welding automobile frames.

John was born in Allentown, PA, and shortly after his arrival, his parents moved the family to Philadelphia where he was raised. In 1980, he graduated from Monsignor Bonner High School and Folcroft Vocational School for welding. In 1984, John moved to Lake Wynonah. Later in life, he attended McCann School of Business and Technology in Pottsville and graduated with an Associates Degree in Computer Science in 2001.

John has a 36-year-old stepdaughter and two grandchildren. Family and friends have always been important to him but most of his family has passed away. John has a sister, niece, and nephew who live locally.

In John's spare time, he loves to be outdoors especially by the lake where he resides and at the beach. In the summer, you can usually find him by the water hanging out with friends, kayaking, fishing, or swimming. John also enjoys riding his Harley through the countryside. In the Fall, he likes archery hunting in the woods the most where he says, "the peacefulness that comes from that and watching the woods come to life when it seems like you're all alone." Although he is an avid outdoorsman, John is content being at home landscaping, doing home projects, and having backyard fires in the evening.

John shared, "as I get older and ready to turn 60, my remaining family, friends, and health seem to mean more to me than ever. I still try to stay in shape and work out several times a week. I wake up every day feeling thankful for the day ahead and try to enjoy it regardless of what I'm doing. Whether it's a weekend or weekday at work, I always try to have a positive attitude along with smiling and laughing at any opportunity that presents itself. It's pretty much my nature. I also love making others laugh and laughter also goes a long way for one's health. It's said that life is 10% circumstance, 90% attitude, and what we do with those circumstances. I'd like to think that my attitude is 90% positive as well."

John is being recognized by Dan Puksar, AVP-Mechanical, who said, "John has been a dedicated, long-time employee that brings many years of experience to the table. No matter what the job, John is always up for the task and always gets the job done. In the years that I have been working with John, it's always been a pleasure, and I look forward to many more. Thank you, John, for your continued hard work and this is well deserved!

As spotlight employee, John will receive a gift card for \$100 to one of his favorite restaurants, Summit View.

Reading & Northern's Family Recipes

Pineapple Cole Slaw

This refreshing recipe is a great summer side dish to pair with barbequed meats. It is simple and can be thrown together very quickly. It reminds Tammy Debkowski, Finance Assistant, of "family gatherings and my grandma, who has made it this way since I was a kid."

Ingredients

- 1 small can crushed pineapple (in juice, not syrup)
OR
¼ fresh pineapple processed to small chunks
- 1 bag cole slaw mix
OR
½ small head white cabbage & 1 large carrot, both shredded
- 1-2 tbs. mayonnaise

Directions

- 1.) Drain pineapple juice and reserve for mixing.
 - 2.) Combine all ingredients in a large bowl.
 - 3.) Add more juice from crushed pineapple, if desired.
 - 4.) Mix well. Serve chilled.
- Serves 4-6.

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



Full house attending 2022 Safety and Rules Training Course.



Nate Mengel excited to be engineer on a snowy day at North Reading Yard.



Sr. VP of Forest Products Rian Nemeroff discussing Freedom service with conductors Sam Hollock and Mike "Manny" Voorhees.



Conductor Adam Boak operating switch on YJNR at Outer Station.



Engineer Eric Slekovac waiting for passengers to load on the OSJT.



Engineer Chad Fredrickson working the QASD.



Conductor Colin Gipe shoving the OSJT back to the station.



Kyle Sanders was helping with a rules check one evening. Here is he seen chatting with Lucas Reichard at East Mahanoy Jct.



Adam Boak taking special care of a locomotive he just picked up from the North Shore Railroad at Mt. Carmel. This locomotive is heading to Port Clinton to have its wheels trued.



Ryan Frederickson performing a brake test on the LGSR at Jim Thorpe. He is getting the train ready for the day.



Another train of Anthracite loaded at Jeddo! Mikeal Geoghegan and Jim Cook just pulled the train up for a new crew to take the train to Reading. Seen here at Jeddo.



Mikeal Geoghegan and Issac Feenstra watching the NRFF roll through Port Clinton.



Chris Peters and John Hartman calling it a day after working the YJPN at Port Clinton.



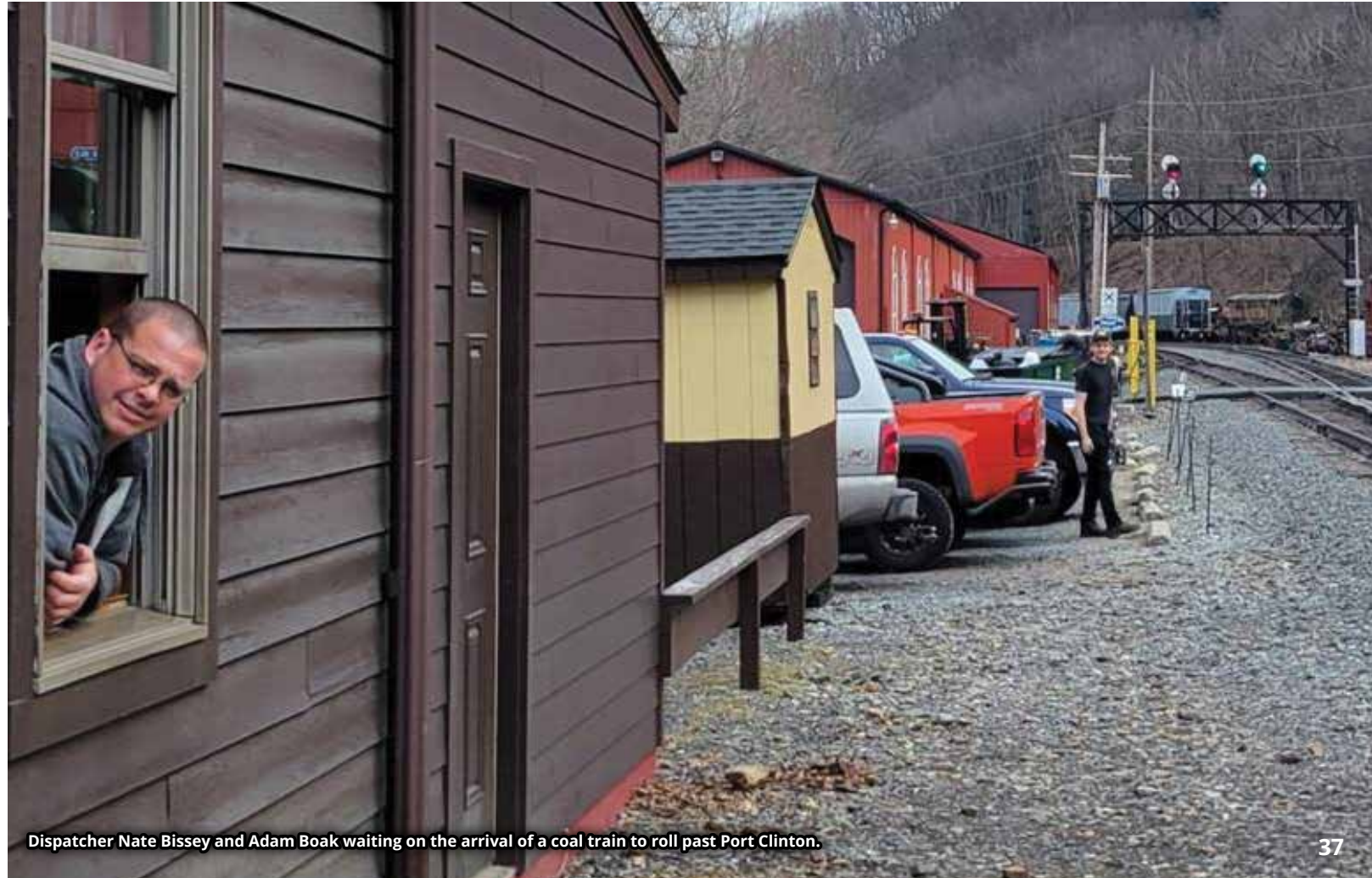
John Schucavage working at North Reading Yard. His job is very important and critical. He is getting the Fast Freights (NRFF/WHFF) and NRWC trains put together all at one time and will help to get the trains out of the yard. This is so our customers can get their cars as quickly as possible.



Conductor Training class at Port Clinton working together to learn how to replace a knuckle on a coupler.



Ian McKeown and Issac Feenstra working at Arlington near Tamaqua. They just finished loading another train of Anthracite for export.



Dispatcher Nate Bissey and Adam Boak waiting on the arrival of a coal train to roll past Port Clinton.

Wellness Corner

BY: MEGHAN FAUST, RECEPTIONIST

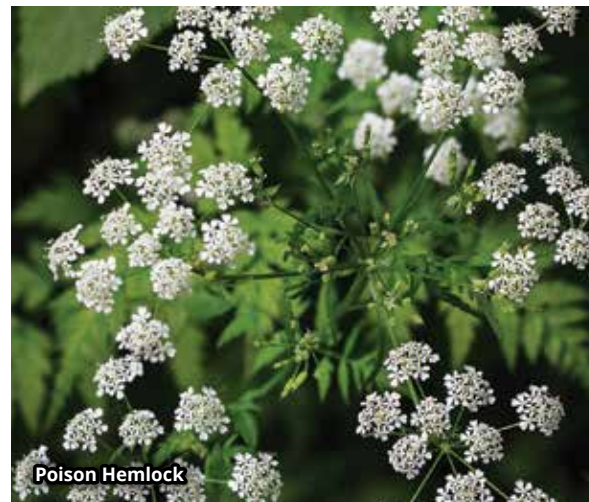
I'd Cook If I Could Find the Can Opener

After a couped up winter season, we all want to start opening the windows, getting outside, and enjoying the beautiful weather. As quickly as we want to start getting out in the garden or spending time in the sun, this is the time we also need to think about outdoor safety. Some of the plants we may encounter can cause us serious harm, the insects can be more than just a nuisance, and the sun and heat can have damaging effects on our body.

Pennsylvania is home to some beautiful plants; some of which grow in our gardens, some we find in the woods or along the side of the road. Being cautious and informed about which ones are poisonous could save you from loading up on over-the-counter medication or even taking a trip to the emergency room. The most common poisonous plants in Pennsylvania are poison ivy, poison sumac, and poison oak, all of which contain the chemical substance, urushiol. This chemical typically causes an allergic skin rash, called contact dermatitis. This rash can be irritating and painful. If you have come in contact with any of the plants, wash the affected area and under your fingernails with dishwashing soap, laundry detergent, rubbing alcohol or a poison ivy, oak, and sumac wash. Be sure to wash any clothes that touched the plants, as well as your pets that may have accidentally rubbed against the leaves as the oils stay in their fur. When gardening or walking through the woods, it's good to know what to look out for.

	Poison Ivy	Poison Oak	Poison Sumac
Leaves	Three –largest in the middle; pointy, smooth, glossy, shiny	Groups of three/five/ seven - resembling oak leaves; hairy on both sides;distinctly lobed or toothed	Clusters of 7-13 with one leaf at the end; oval; smooth margins
Color	Ranging from dark green to red, with yellow tones in the fall	Duller green	Young – bright orange Mature – deep glossy green to red/orange
Fruit/Flowers	Small, round berries; white or yellow in color	Small, round berries; tan in color	White or light green flowers that sag downward
Height	10-14 inches	Up to 3 feet, sometimes appearing as a vine	20 feet

Another common poisonous plant in Pennsylvania is the poison hemlock which resembles Queen Anne's Lace. This noxious plant that grows on roadsides, fields, and wet areas and is extremely poisonous to humans. It is characterized by tall, hairless, hollow stems that have reddish or purple spots. The leaves are bright green, fern-like, and smell musty when they are crushed. Poison hemlock has white flowers that are tiny, white, and arranged in small, umbrella-shaped clusters. If you brush up against the poison hemlock, you should be fine, but if you accidentally eat it (mistaking it for wild parsnip or wild carrot) or it gets in your body, you may notice symptoms of poisoning. It can take anywhere from 20 minutes to three hours to notice any symptoms, but those symptoms can include dilation of pupils, dizziness, and trembling followed by slowing of your heartbeat, paralysis of the central nervous system, muscle paralysis, and death from respiratory failure.



Poison Hemlock

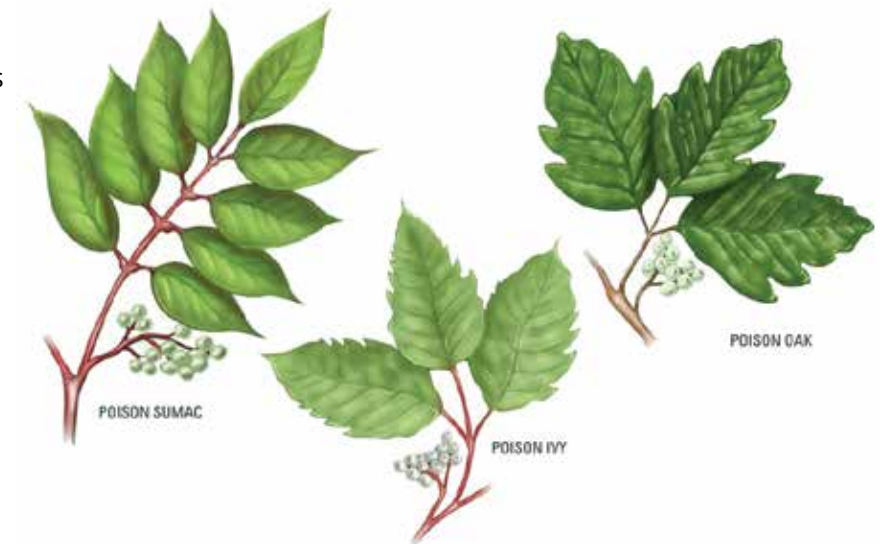
The last of the most poisonous plants in the state is the giant hogweed. As the name suggests, it can grow to be anywhere from 6.5 feet to 18 feet high and resembles cow parsnip. The plant produces numerous large leaves that can span as wide as 5 feet, with dark blotches and rough white hairs. Flowers on the giant hogweed are small but numerous and create a crown, or head, at the top of the stem and they are white, or greenish-white in color. This highly dangerous plant creates a thick sap that causes extreme blisters on the skin. These blisters can last months or years and can leave severe scarring when exposed to sunlight or moisture. The sap has also been shown to cause blindness.



Giant Hogweed

After winter hibernation, insects start creating their homes, pollinating flowers, and storing food for the later months. During this time, we can disrupt their routine or habitat when we are gardening or playing outside with our family. If you get bitten or stung, you may notice redness or slight swelling. To care for a minor reaction, move to a safe area to avoid more bites or stings and if needed, remove the stinger. Wash the area with soap and water and apply a cool compress to reduce pain and swelling. If the bite or sting is on your arm or leg, be sure to elevate it. To reduce itching, apply hydrocortisone cream, calamine lotion, or a baking soda paste to the affected area several times a day until the symptoms go away. Taking an antihistamine like Benadryl will also help reduce any itching that appears. However, if you start having trouble breathing, notice swelling of your lips, eyelids, or throat, experience dizziness, rapid heartbeat, hives, nausea, or vomiting, you should call 911 or your local emergency number to seek medical attention.

Spending so much time outside can damage our bodies by exposing us to the sun's harmful rays or can cause dehydration. Wearing loose-fitted, dark colored clothing and hats can help protect your skin from developing skin cancer or sun damage. Sunglasses protect your eyes from UV rays and can help reduce the risk of cataracts. A broad-spectrum sunscreen with at least 15 SPF (sun protection factor) should be applied every two hours you are in the sun, or after sweating, swimming, or toweling off. Sunscreen does expire after three years, earlier if it has been exposed to high heat, so be sure to replace yours when needed. If the temperatures climb and the weather is listed as "extreme heat," extra precautions should be taken. Drinking plenty of fluids, wearing lightweight, light colored clothing, limiting activities to early morning or later evening, and avoiding hot and heavy meals can save you from heat-related illnesses, such as heat stroke or heat exhaustion.



For more information, visit:

- https://medlineplus.gov/poisonivyoakandsumac.html#cat_78
- <https://www.healthline.com/health/hemlock-poisoning>
- <https://ohioline.osu.edu/factsheet/anr-35>
- <https://www.mayoclinic.org/first-aid/first-aid-insect-bites/basics/art-20056593>
- https://www.cdc.gov/cancer/skin/basic_info/sun-safety.htm
- <https://www.cdc.gov/disasters/extremeheat/heattips.html>

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



A view of sand from a railcar being transloaded into a truck that will be heading to a well head.