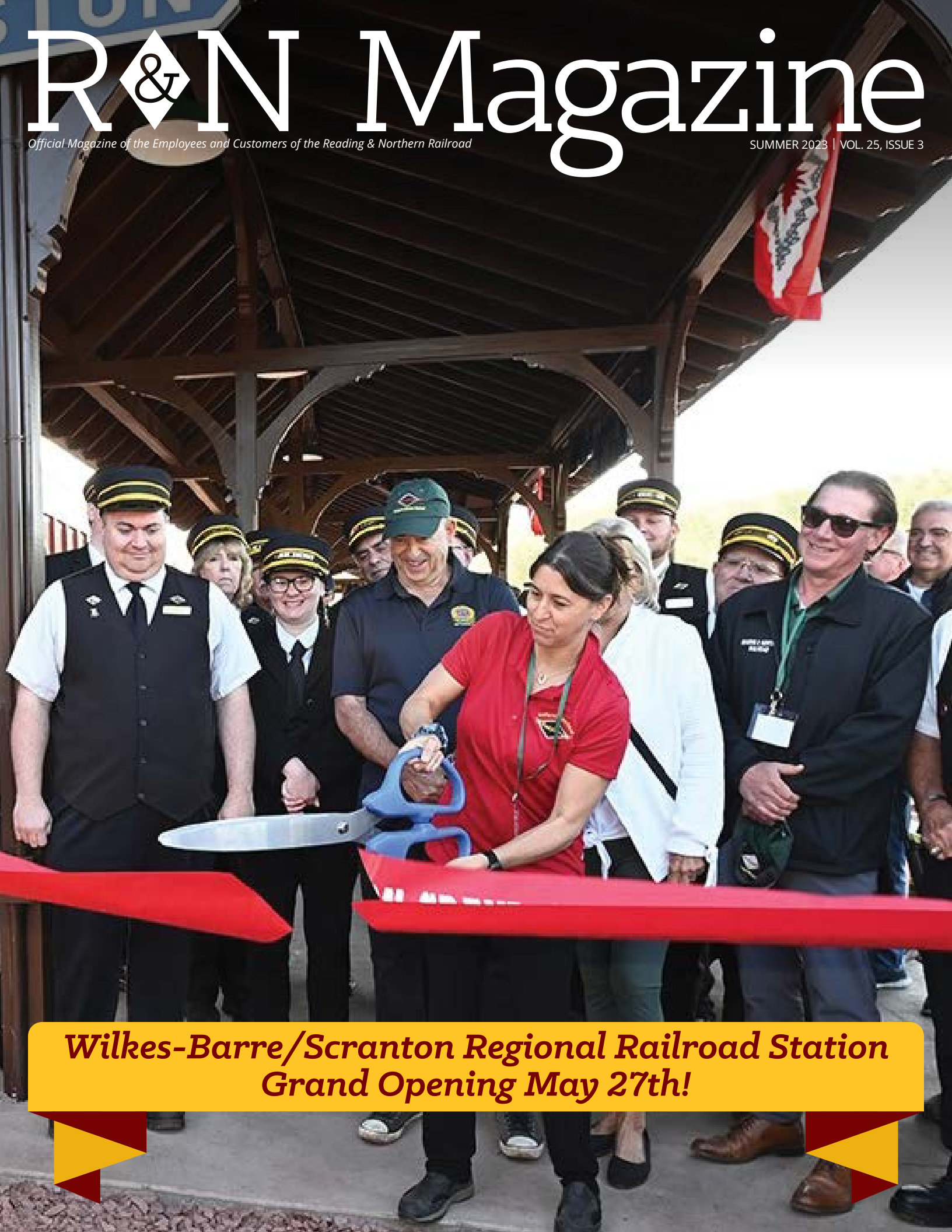


R&N Magazine

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

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***Wilkes-Barre/Scranton Regional Railroad Station
Grand Opening May 27th!***

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COVER PHOTO

From left to right holding Ribbon: Robert Savakinus, Pittston Mayor Mike Lombardo, US Representative Matt Cartwright, Christina Muller-Levan cutting ribbon. Back row left to right, Tyler Glass, Andy Muller, Jr., Carol Muller, Matt Johnson, and the dedicated passenger employees of the RBMN.

EDITORS

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KEEPING ON TRACK

BY: WAYNE A. MICHEL, PRESIDENT



Daren Geschwindt, Susan Ludwig, Christina Muller-Levan, and Eric Peters at Norfolk Southern Headquarters in Atlanta.

A few weeks ago six of our senior managers left Reading for the first Norfolk Southern Shortline meeting since 2020.

Our team was led by EVP Strategic Planning Christina Muller-Levan and included NS Transportation veteran Eric Peters, our VP Transportation and Safety, our two senior VPs on the merchandise marketing side, Rian Nemeroff - Consumer Products, and Jim Raffa, PC&M, Susan Ludwig VP Customer Service and Daren Geschwindt, VP Distribution Services.

As the brief articles below attest, our staff had an informative and productive visit. Some of our more experienced railroaders raved about the new NS headquarters and all were impressed by the welcome they received, including meeting with CEO/President Alan Shaw. All in all it was a great opportunity for many RBMN officials to interact with key NS partners.

I use the term partners on purpose. Most of you know of my long history in railroading including my stints running Conrail's line sale program and then later on its Shortline program. During the 14 years I worked at Conrail, my staff and I probably sold well over 100 rail lines to shortlines. During that time we helped in the creation of many shortlines, including the Reading & Northern. And during that time I was able to witness first hand how Class 1 railroads interacted with their Shortline connections.

Based on what I heard from our staff, and based on what I have seen and the discussions I have participated in, NS has truly embraced the notion of partnering with its shortlines, or at least our Shortline. There is no doubt that RBMN could not have enjoyed 15% growth in carloads in 2022 without NS support. Whether it was the help we received from the NS Coal group in handling the surge in demand for Pennsylvania anthracite domestically and around the world, or the help we received from the PCM group when we established our new frac sand terminal in Tunkhannock, the bottom line is NS stood with us. With their help we improved our bottom line. And with our help we like to think we improved the NS bottom line.

A meeting like the one just finished in Atlanta gives us great hope of more to come with NS. We hope to have NS marketing folks join us for train trips on our lines when we host RBMN customers. And we hope to see Stefan Loeb, the new NS VP First and Final Mile Markets, out on our railroad too. Loeb's hiring is particularly exciting as I cannot remember any Class 1 railroad hiring such an experienced and high ranked Shortline railroader in the past. We think it is very exciting that Mr. Shaw and the NS management decided to hire Loeb for such an important position.

For our part we will do everything we can to grow NS business, whether we are the First Mile or the Final Mile. It is by working together that we make sure Reading & Northern keeps on track. ♦

NS Annual Meeting

BY: RIAN NEMEROFF, SVP CONSUMER PRODUCTS

For the first time since COVID, our primary Class 1 railroad connection, Norfolk Southern Railroad (NS) hosted their short line meeting in Atlanta at their new office building tower. Six people from RBMN took the corporate jet to a suburban Atlanta airport to attend and participate. No TSA, no lines and no hassles sure is a nice way to travel!

The agenda was to hear in a group setting from the NS corporate executives, plus group and private meetings with NS marketing and sales personnel. For me, representing Consumer Products at RBMN, I had a private lunch meeting with Jennifer Goode, the NS Forest Products salesperson now responsible for International Paper, Graphic Packaging and Georgia Pacific. All three of these customers ship railcars to RBMN customers. Another highlight was a scheduled private meeting to sit with the beverage marketing person, Steve Young, and his boss's boss, Tim Graves. I refer to these established 15-minute blocks of time as speed dates. My "date" turned into a triple as there was no one waiting to see the group and we were able to discuss a broader range of opportunities and learn more about our respective strategies and tactics to get more business!

This meeting rolled out NS' new hire from the regional and short line community, Stefan Loeb, who addressed the forum. He is responsible for short lines under his new position of VP First and Final Mile Markets. Of special interest to us, Stefan talked about more effective interchanges, and his dedication to winning new business. He emphasized he wanted us to try new things and conceded that NS was missing value today that must be remedied by moving quickly and experimenting.

It was good to connect faces to many folks that previously were mere email addresses or voices on the telephone. One of these highlights was getting a grand hello from Larry Ricks, who formerly handled wood pulp marketing for NS. Ironically, a new Forest Products Director was named shortly after the meeting that was not at the conference in his former role.

Another noteworthy feature was seeing the NS elevator floors adorned with predecessor railroads' logos. Of note to me was seeing my former employer's logo, Conrail, and the former Reading Railroad logo that today forms a big part of the current RBMN operations. Pictures of these two logos are adjacent.

It has been many years since attending this conference, formerly hosted in either Norfolk or Roanoke. I was the outlier in our group that enjoyed being in an urban setting. A final thought is that the NS HQ is in the same neighborhood as Georgia Tech and I met many Tech interns who were helping NS get the work done. I suspect we may see many of these students become NS Marketing and Sales employees in the years to come. ♦



NS elevator floor of predecessor railroads.



NS elevator floor of predecessor railroads.



Susan Ludwig, Alan Shaw (NS CEO), Christina Muller-Levan, and Daren Geschwindt at Norfolk Southern Shortline Reception in Atlanta.

Reading & Northern Management Heads to Norfolk Southern Headquarters in Atlanta

BY: JIM RAFFA, SVP – PETROCHEMICALS AND MINERALS

Reading & Northern Railroad continues to grow its strong partnership with Norfolk Southern. Since my return, we have opened up a premier Frac Sand Terminal at Tunkhannock in partnership with Norfolk Southern, and additionally worked with Norfolk Southern to manage some business opportunities related to our Chemical & Plastics Portfolio.

With our continued partnership, several members of Reading & Northern's Management team boarded R&N's private jet and went to the NS's Annual Shortline Conference. Being this is the first one that NS has had since the onset of Covid, it was critical for our team to get out and meet new acquaintances as well as visit with old friends.

Christina Muller, EVP of Strategic Planning for R&N headed up the team that included Rian Nemeroff, Sr. VP Consumer Products; Susan Ludwig, VP Marketing & Customer Service; Daren Geschwindt, VP Distribution Services; Eric Peters, VP Transportation & Safety; and Jim Raffa Sr. VP Petrochemicals & Minerals.

We flew out on Tuesday, 5/23/23 and went right to work. Several members of our group had a private lunch with Kevin Fizer, Josh Burns, and Aynsley Johnson of the Chemical Group to start out our day. We discussed existing business and potential upcoming opportunities.

During the afternoon, we broke into groups and received private tours of several of the facilities within the NS Corporate Offices including Positive Train Control, Dispatching, Marketing offices, and Customer Services.

That evening, there was a social mixer at the NS headquarters. The new headquarters was simply amazingly designed to hold events such as this. It is large and spacious and has indoor and outdoor gathering areas for receptions.

Our group was able to meet several key NS officials including Alan Shaw, President & CEO; Stefan Loeb, VP First and Final Mile Markets; and Mike

McClellan, Senior Vice President & Chief Strategy Officer.

In addition, we all were able to meet with most of our primary contacts including several Group VP's including Mehgan Achimasi, Steve Ewers, and Jim Wilson.

The second day was an action-packed day of meetings and presentations by Norfolk Southern in the morning followed by private meetings in the afternoon with various NS groups. Some of the private meetings that I attended included Equipment Planning, NS Access (Informational Systems), and Specific Commodity Discussions.

The whole team came back with fresh ideas, new contacts, and a continued spirit of Partnership with our main interchange partner, Norfolk Southern. ♦



Daren Geschwindt, Susan Ludwig, Christina Muller-Levan, and Eric Peters at Norfolk Southern Headquarters in Atlanta.

Behind the Scenes: Norfolk Southern Network Operations Center

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY

While the Reading and Northern delegation was visiting with Norfolk Southern counterparts in Atlanta at the NS Short Line Conference, we were able to see behind the scenes in the state-of-the-art Network Operations Center (NOC). The General Manager of the NOC was gracious enough to give us a tour and explain how the center functions. It is an impressive mostly open floor which includes the entire system's dispatchers, crew management, locomotive management, Road Foreman of Engines and many more support groups. It was nice to see the NS Keystone Division dispatcher that the RBMN train crews and our dispatcher interact with daily. We operate on NS at Reading, Hazleton, and Taylor. The Division and Regional managers discussed our unit trains and regular interchange traffic. Everyone was very helpful and professional within the NOC. I was able to catch up with Vice President of NOC and Assistant General Manager of Crew Management at the reception. We had a great conversation on the relationship between NS and their short line partners and how the NOC contributes to that. ♦



View of the yard at Stella Jones, where the bunks house the different sizes and kinds of poles.

A Day with Stella Jones Corporation

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

Susan Ludwig, VP Marketing & Customer Service, Justine Berger, Customer Service Manager and Rian Nemeroff, Sr. Vice President – Consumer Products met with Stella Jones (SJC) representatives at their new Morea facility to discuss their business and for Customer Service to get a clear understanding of their operation. We currently serve SJC on Mondays, Wednesdays & Fridays.

We met with Brian Kwiatkowski, Jimmy Melton and Mike Pape at the Morea facility. Brian is the onsite Manager and Jimmy is the Logistics Manager. Mike is the operator of the Sennebogen machine. Mike explained the process he uses for unloading the different poles lengths. The Sennebogen is the workhorse of the operation. From the picture below, you can see the cab elevates high into the air for an enhanced view of the reach over the railcar. It also is trailed by two independent trailers that makes backing up a job for a very skilled operator. These trailers permit the operator to take a quantity of poles to the bunks for storage.

SJC receives different sized flat cars containing different sizes of wooden utility poles. These are used for telephone, transmission, and marine piling installations. They currently have a 20-acre storage yard with many bunks to inventory the different types of poles. SJC recognized early on that they leased a piece of railroad land that was too small for the operation. They now lease 2/3's more track and land to permit cars to be placed and unloaded on their leased siding.

Justine, who handles the day-to-day Customer Service tasks between the Railroad and SJC, was able to walk the length of track that SJC uses and get a better understanding of how cars are spotted and how they are unloaded. We walked around the bunks and were able to see the different

sizes of poles they receive. We have already seen an improvement in communications now that Customer Service has a better understanding of their operations and the layout of the facility. Justine added that, “Being able to visit customers, like Stella Jones, is a great learning experience and really gives a clear understanding on how the day-to-day operation works. With a better understanding, it allows me to have strong clear communication with the customer and to be able to assist when needed. Being at the distribution yard, and seeing thousands of utility poles for customers, really puts in perspective how important rail is when it comes to transporting the poles.”

Brian Kwiatkowski from Stella Jones commented, “I must say, after being serviced by a Class A Railroad for many years, then moving to a regional railroad like RBMN, I had my share of skepticism that our needs could be met in an efficient and timely manner. Stella Jones, a top producer of utility poles, provides a critical product to our nation’s infrastructure. You can argue we play a key role in keeping your lights on. There’s not much room for error or delay in our industry. RBMN Railroad had quickly quelled any sense of skepticism I may have had. From the very beginning, RBMN Railroad has worked diligently to make our transition as seamless as possible, using resources such as top-notch customer service and constant communication at their disposal, along with an outstanding train crew (the boots on the ground) that works closely with us during onsite switching operations, ensuring our needs are met at every level. A big thank you to everyone at RBMN Railroad! I look forward to a wonderful working relationship with RBMN Railroad for many years to come.”

We are excited for this partnership between the Railroad and SJC to continue for many years to come. ♦



Mike Pape and Rian Nemeroff on the Sennebogen Machine.



L to R: Rian Nemeroff, Justine Berger, Susan Ludwig, Brian Kwiatkowski, and Mike Pape in front of an empty flat car. Jimmy Melton not shown.



Sennebogen Machine that is used to unload the railcars at Stella Jones.



From left to right holding Ribbon: Robert Savakinus, Pittston Mayor Mike Lombardo, US Representative Matt Cartwright, Christina Muller-Levan cutting ribbon. Back row left to right, Tyler Glass, Andy Muller, Jr., Carol Muller, Matt Johnson, and the dedicated passenger employees of the RBMN.

Grand Opening of the Wilkes-Barre/Scranton Regional Railroad Station at Pittston

BY: MATT FISHER, PASSENGER GENERAL MANAGER

The grand opening on May 27 was one of the biggest events the Reading and Northern Railroad hosted in quite some time. This special day was totally made possible by our hard-working staff. Their reflections of the inaugural trip are included in this article to give a perspective on just how important this day was to our employees and guests.

Assistant General Manager, Marie Knadler-Cunningham wrote, “we could not have asked for a better day to celebrate this milestone. Great employees, the willingness of local representatives to attend, and the “can-do” attitude of the railroad shows that anything is possible.” After the ribbon cutting ceremony and check presentation of \$10,000 to non-profit group Downtown Pittston Partnership from the Reading and Northern, the train was under way south on the mainline to Jim Thorpe.

The train sounded its horn and departed on time at 8:45am under the close watch of conductor Ryan Frederickson and engineer Ian McKeown. Ryan said, “I had the opportunity to punch the very first ticket of a young boy who was riding with his mother and younger brother. The family couldn’t be happier to be on the train that morning”. Happiness was a common emotion seen on the train that morning.

Over 800 people were riding this day. Most were in the Standard Coach seating, however, one of the railroad’s three dining cars was in the middle of the train for guests to buy snacks and souvenirs. Assistant Office Manager Mary Culp was helping with sales on the “North by Northwest” dining car. Mary emailed me stating, “Maggie Knadler and I greeted passengers who were eager to see what we were selling and settle down in one of the seats to enjoy their snacks, play cards and share stories of their past railroad experiences. Many passengers grew up in the area and their parents or grandparents

worked on the railroad. They pointed to the homes and buildings they remembered and brought pictures with them to share with us.”

Everything comes down to people, that is why the passenger department is so important to the Reading and Northern Railroad. People remember happy events like train rides for their entire lifetimes. Out of everyone’s reflections of the day, Mary had the most impactful one writing, “one man who was traveling alone, had his mother’s framed photograph set up on one of the tables and said she was traveling with him in spirit. He said she would have loved to take this trip. It was very touching to see how many people appreciated being able to take this trip on our train and down their memory lane”.

Nearly as important as the people is the scenery. This could possibly be the biggest selling point of tickets for the Pittston to Jim Thorpe train trips. Office Manager Russ Scianna, Jr. pointed out the train ride “was an opportunity for a rare visit to what I regard to be the most scenic part of the railroad. The delight and appreciation of the passengers for Reading and Northern bringing this service to the Wyoming Valley was most palpable. This is evidenced by tickets for these trips being sold out all the way through September”.

Newly hired Tim Wright, Director of Passenger Operations – Pittston, described the trip best. “May 27th grand opening excursion from Pittston to Jim Thorpe was the first time I rode the Railroad from Pittston to Old Penn Haven, and what a sight it is. The train worked through the residential neighborhoods of Pittston, Duryea, Avoca, and Dupont, then started the heart of the climb up Penobscot Mountain to Mountain Top and was amazed to see how much elevation we had climbed through the vast scenery. After the station stop at Penobscot, the remoteness of the railroad is amazing as we head downhill towards White Haven. Passing over the bridge at Bridgeport

and seeing the Lehigh River for the first time on the trip was breathtaking. One of my favorite parts of the trip is going through the White Haven and Rockport Tunnels. The construction and design fascinate me. As we entered Jim Thorpe, I was amazed at how fast the little over two hours of our trip went by, and I felt like I was on the train for a short time.”

In addition to Standard Coach seating and a dining car, Crown Coach seating was followed by several premium cars at the end of the train for invited guests only. Long-time employee Briar Stern was brakeman that day and responsible for the premium cars. Stern said “it was a nice change of pace from our normal runs. We couldn’t have asked for a more beautiful day”. The perfect weather made sitting in Open Air Car 22 “Appalachian Trail” a relaxing experience. Guests in the premium car that day included many politicians representing areas from Wyoming to Carbon counties. Several members of local chambers of commerce and visitor bureaus also attended. Reading and Northern greatly appreciates the political support and local coverage of the new passenger train service.

Regarding the arrival of the first Pittston train to Jim Thorpe, Scianna said, “you could see customer’s astonishment as three trains (from Pittston, from Reading, and the Lehigh Gorge train) came and went from the Jim Thorpe station like a well-oiled machine. It is safe to say that RBMN has hit a home run with the addition of this service”. Job well done by the operations department for safely running several trains into and out of Jim Thorpe. This wouldn’t have been possible if it wasn’t for the Maintenance of Way department building more tracks and switches at Jim Thorpe. Not to forget all the employees involved with facilities who helped build more platform area to allow passengers to safely board and detrain. The hard work and help from the employees allowed for a second brief ceremony at Jim Thorpe, followed by approximately four hours to enjoy in Jim Thorpe. The railroad sponsored M & J Band, who had 17 band members play many big band era hits with some older railroad songs in the park adjacent to the train station. Many food vendors were also set up to accommodate the lunch needs of the passengers. As the day progressed, the passengers started boarding for the return trip northward.

Job well done by all! Jeff Knadler, Senior Director – Passenger Operations sums it up best; “There is only one word to describe our inaugural day of operating rail excursions from the new Wilkes-Barre/Scranton Regional Railroad Station at Pittston: “SUCCESS!” Our first day was flawless and the entire event was planned to perfection! The round trip to Jim Thorpe was fantastic and seeing every guest riding the train with a smile on their face was the moment that I cherished the most. Walking through the train and seeing every guest enjoying their time onboard was something to behold. Our entire Reading and Northern Team put forward their best efforts and were able to afford our guests the best experience possible for this memorable day. My congratulations to everyone involved and I am certainly proud to work with the best team of any Railroad in the world!”

Finally, thank you to Andy Muller, Jr. and the Muller Family. I mentioned during the opening ceremony at Pittston that it was Mr. Muller’s vision, and what makes this entire scenario so unique is the fact that the railroad spends its own money to make this vision a reality. Money well spent, making this passenger service the biggest story in the Wyoming Valley. ♦

“The Road of Anthracite”

FOR IMMEDIATE RELEASE:

RBMN Names Sharadin VP Coal Sourcing

Port Clinton, PA – June 26, 2023

Reading and Northern Railroad announces the appointment of Michael Sharadin as Vice President – Coal Sourcing. Sharadin will report to Wayne Michel, RBMN President.

Sharadin rejoins the Reading and Northern from Amazon Transportation, which he joined as an Area Manager in late 2020. During his time at Amazon, Sharadin managed the transportation department at two fulfillment centers in the Lehigh Valley. Prior to Amazon, Sharadin spent over 20 years at the Reading and Northern working in various departments within the company. A large portion of his time at the Reading and Northern was working within the coal department, giving him a good perspective of the business.

Commenting on Sharadin’s return to the Reading and Northern, President Wayne Michel said, “We are delighted to have Mike rejoin the Reading & Northern family. During his time away he rediscovered his love of railroading and he returns recharged and ready to go to work with the anthracite producers. In Mike we have someone who intimately knows our railroad, knows the coal region, knows the coal fleet, and knows how we do business. Joining with Bill Clark, our Senior VP – Coal, and Jim Cerulli, our VP – Industrial Development who assists us with coal equipment and infrastructure issues, we now have a great team that is ably backed up by our excellent customer service staff”.

Sharadin graduated from Muhlenberg College and has a B.A. in Business Administration. He and his wife Jennifer reside in Kutztown.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 70 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It has expanded its operations over the last 40 years and now handles over 34,000 carloads of freight and 250,000 excursion train riders over 400 miles of track. Reading & Northern operates both freight services and steam and diesel-powered excursion passenger services, owns over 1,700 freight cars, and employs nearly 300 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation including being named Regional Railroad of the year in 2020 by Railway Age Magazine. ♦

Pittston Development

BY: MATT FISHER, PASSENGER GENERAL MANAGER



The Facilities Department headed by Christina Muller-Levan started focusing on the newly designed Wilkes-Barre/Scranton Regional Railroad Station at Pittston in early 2023. Approved by Andy Muller, Jr., an artist rendering by long-time employee Steve Gilbert transformed Pittston Yard off of North Main Street from an eyesore to the newest and most popular local attraction.

The Pittston Rail Yard and surroundings were completely different when the Reading and Northern Railroad purchased the property in the mid-1990s. Over time, the RN invested in updating and expanding the freight crew yard office. The railroad also built a Maintenance of Way building to house many pieces of equipment. It also became the northern base for MOW employees who focus on track work.

The most recent news-worthy event occurred late in 2022, when it was decided to reintroduce passenger train service between Pittston and Jim Thorpe. By early 2023, the facilities team began planning work to host trains by May 27. By early spring, work was in progress with Steve (Chut) Balthaser overseeing the entire project.

New power hook ups were placed in the yard. The platform location for the station was picked out along the Mainline. Construction began to level the parking area and remove old foundations. Water lines were installed at the station

area. A container was moved to become a storage location for the Passenger Department.

Luckily, the weather remained mild during the early spring. Stone was added to the main entrance. Under the guidance of Tyler Glass, trees were purchased and planted in late spring along the road. Signs and classic 1920's era wig wag grade crossings were placed on the grounds. A tribute sign to the Twin Shaft Mine Disaster was placed at the location of the mine collapse.

Everything was quickly coming together by the week before the grand opening of May 27. The platform was completed, painted, and ready for service. The inaugural trip was a great success, being one of the biggest events the Passenger Department hosted in some time.

Some additional items continue to be placed at the station located at 718 North Main Street in Pittston. The area is open from dawn until dusk to the public. Passengers taking the train from Pittston to Jim Thorpe use the facility every weekend for an adventurous train ride over mountains, through tunnels, across bridges.

The updating of Pittston Yard led to the creation of the Wilkes-Barre/Scranton Regional Railroad Station, an attraction that will be enjoyed by the public for many years to come. ♦

Pictures continued on page 10.

Coordinated by Jeff Knadler, the passenger and operation departments hosted a qualification trip for part time engineers and conductors. Left to Right: Nate Mengel, Jeff Knadler, Ryan Frederickson, Colin Gipe, Alec Humes, Daniel Rawleigh, Tyler Geschwindt, John Rizzo, Russ Shurtleff, Spencer Buckingham, Marie Knadler-Cunningham.



Cal Gerhard oversees the first passengers to detrain at White Haven after platform upgrades.



Long-time car host Bill Bubeck was detrainning guests on the Pittston inaugural trip May 27. Photo by Brock Regnier.



Matt Fisher, RBMN Passenger General Manager, and Christina Muller-Levan, EVP Strategic Planning, together at the opening ceremony. Photo credit Tony Callaio/Times Leader.



Christina Muller-Levan, EVP Strategic Planning, presenting donation check to Pittston Mayor Mike Lombardo. Photo credit Tony Callaio/Times Leader.



The Pittston to Jim Thorpe (PIJT) train sits in the new station awaiting its AM departure to Jim Thorpe. A dawn of a new day and new train service.



Trenches being dug and wire being laid to upgrade and expand the power at Pittston Yard.



MOW workers cleared out the area where the platform would be built, along with several acres for parking our passenger train guest's automobiles.



Work began to construct a platform overhang similar to those found on the former Pennsylvania Railroad Mainline stations west of Philadelphia.



Christina Muller-Levan, EVP Strategic Planning, Andy Muller Jr., Chairman/CEO, and wife, Carol Muller together in the Parlor Car during the first trip from Pittston to Jim Thorpe. Photo credit Tony Callaio/Times Leader.



Andy Muller, Jr., Chairman/CEO, speaking at grand opening of Pittston with Congressman Matt Cartwright. Photo credit Tony Callaio/Times Leader.



Jeff Jones was talking to passengers ready to embark on their day in downtown Jim Thorpe. This was the first Pittston train to Jim Thorpe with the Reading to Jim Thorpe Rail Diesel Cars seen in the background. Both Pittston and Reading trains operate to Jim Thorpe on weekends through December. Photo by Brock Regnier.



Larry Curvey is first to walk over the newly installed sidewalk at Jim Thorpe connecting downtown to East Jim Thorpe. This section of the sidewalk was never completed by PennDOT nor local municipalities. Reading and Northern decided to bridge the gap and install the sidewalk with railroad money.



A ladder is in place at the platform where the IT Department of the railroad was installing a live railroad camera that can be viewed 24 hours a day on YouTube. The Pittston Railcam can be found on the YouTube page of the Reading and Northern Passenger Department.



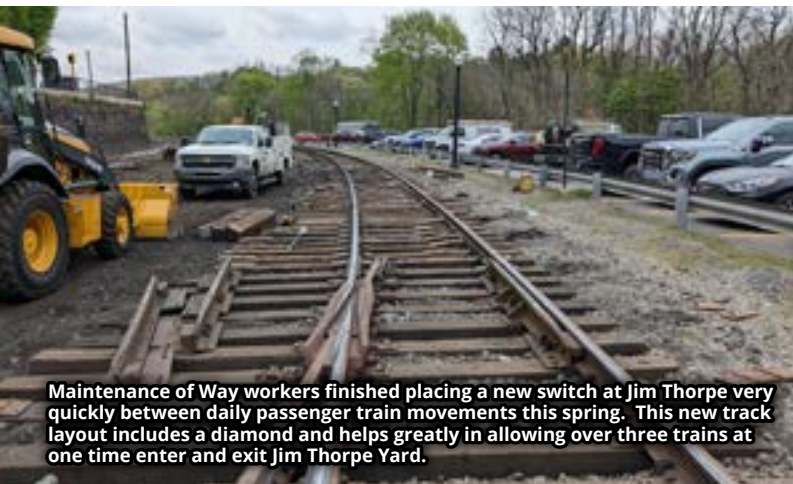
General Manager of Passenger, Matt Fisher in front of newly installed and operational wig wag grade crossing at Pittston.



Electrical work being connected to platform area at Pittston by facilities workers and contractors.



An authentic and very heavy grade crossing cast iron sign is being placed by the Signal Department at main entrance at Pittston.



Maintenance of Way workers finished placing a new switch at Jim Thorpe very quickly between daily passenger train movements this spring. This new track layout includes a diamond and helps greatly in allowing over three trains at one time enter and exit Jim Thorpe Yard.



Facilities employees are placing the brand-new ADA lift. This lift assists people with mobility issues to safely and comfortably ride the train. ADA lifts are also located at Jim Thorpe and Reading Outer Station.



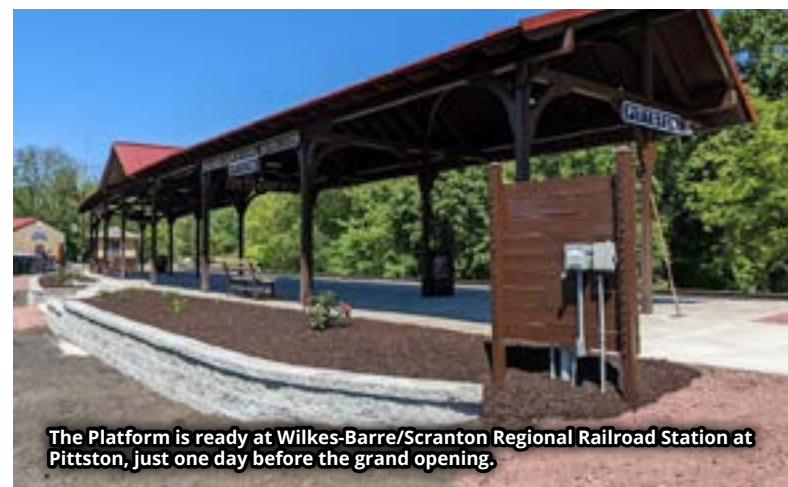
New iron fencing was installed around the sight of the Twin Shaft Mine Disaster. Signs are now in place to remember this historical event that changed anthracite mining history.



Nate Mengel looking on as the Jim Thorpe to Pittston train makes an intermediate stop at Penobscot.



A shot taken this summer by Passenger Director of Pittston, Tim Wright, at the entrance to the Wilkes-Barre/Scranton Regional Railroad Station.



The Platform is ready at Wilkes-Barre/Scranton Regional Railroad Station at Pittston, just one day before the grand opening.



Engine Shop employees working on a diesel locomotive at Pittston in 2007. Presently, the new entrance to the Wilkes-Barre/Scranton Regional Railroad Station is to the left with carefully planted trees.



The platform at Jim Thorpe Station is full of LGSR passengers greeting the first Pittston to Jim Thorpe train under the banner. May 27, 2023.



Hundreds of pieces of rail along with many other MOW items had to be moved to make room for the new station at Pittston.



Seen from North Main Street, the location of the Wilkes-Barre/Scranton Regional Railroad Station was placed here ten years later at Pittston Yard.



Work went quickly constructing the platform overhang and roof. Mild spring weather in Pittston certainly helped complete the project on time.



The new "Diamond Track" is being placed between the Jim Thorpe Station and Yard in early spring.



Both freight and passenger trains use the Mainline from Pittston to Jim Thorpe. That is in full display as a freight train is seen passing the new platform at Pittston.



Wig Wag grade crossing protection was common in the Midwest and Southwest from the 1920s to 1970s. Through the help of Jim Raffa, Reading and Northern was able to purchase this set up and put it in service protecting passengers from freight movement on the Scranton Branch.

"The Road of Anthracite" FOR IMMEDIATE RELEASE:

Reading and Northern Railroad to Donate \$10,000.00 to Downtown Pittston Partnership

Port Clinton, PA – May 18, 2023

The Reading & Northern Railroad met with Pittston Mayor Mike Lombardo last week and agreed to donate \$10,000.00 to Downtown Pittston Partnership, a non-profit organization advancing the revitalization of downtown Pittston. The group promotes activities and programs that benefit local businesses, residents, and visitors.

Matt Fisher, General Manager of the railroad's Passenger Department said, "It is enjoyable to work with people like Mayor Lombardo and Pittston city officials. The Reading & Northern is delighted to donate money to a cause that will continue to build up the downtown."

Mayor Lombardo stated, "I would like to thank the owners (the Muller family) and administration of the Reading & Northern Railroad for not only their significant capital investment in the north section of our city (the Junction) but for being true partners with the city and making this extremely generous donation to our Downtown Partnership."

The Reading & Northern Railroad decided to use its own money to completely fund a new station to bring passenger trains back to the city of Pittston. The plans by the railroad to open this new station were well-received by local officials. Railroad management has met and discussed the reintroduction of passenger service with city officials for several months. Following a grand opening on May 27, 2023, the station will

host passenger trains every weekend. The scenic all-day excursions will operate between Pittston and Jim Thorpe. According to Fisher, "The new rail service will greatly impact not only Pittston, but the entire Wyoming Valley by bringing many visitors to the area."

Construction of the Wilkes-Barre Scranton Regional Railroad Station at Pittston is well underway. The Reading & Northern Railroad aims to support local communities while continuing to improve passenger services to keep history alive. For more information on Pittston train rides, and other future excursions, please visit the railroad at www.rbnrr-passenger.com or call the passenger office at 610-562-2102.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 70 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It has expanded its operations over the last 40 years and now handles over 34,000 carloads of freight and 250,000 excursion riders annually over 400 miles of track. Reading & Northern operates both freight services and steam- and diesel-powered excursion passenger services, owns over 1,700 freight cars, and employs nearly 300 dedicated people. Reading & Northern has been repeatedly honored as one of the premier railroads in the nation, including being named Regional Railroad of the Year in 2020 by *Railway Age* magazine. ♦



Reading & Northern Railroad Passenger Department
12 West Main Street
Schuylkill Haven, PA 17972

Thank you!

We are very proud to reintroduce regular passenger service between Pittston and Jim Thorpe at our new Wilkes-Barre/Scranton Regional Railroad Station. This took a lot of effort from all of you. This is the biggest news event in the entire area. The May 27, 2023 Grand Opening was extremely successful. The work leading up to the event was intense and done in record time.

Everything you experienced aboard the train was planned and prepared by the staff and management of the Reading & Northern Railroad. From the information packets to trip planning, ribbon cutting, and banner placing; the Passenger Department worked extremely hard to make for a flawless trip. The Passenger and Paint & Restoration Departments are the best anywhere.

The teamwork leading up to the Grand Opening was nothing short of amazing. We want to thank Facilities, C&S, IT, Mechanical, the Car Shop, Operations, MOW, HR, RE, and Finance. Nearly every department had its responsibilities to make the project happen.

Some of our guests remember passenger service as it was over six decades ago. Some have fond memories of riding with relatives in the Lehigh Valley days. However, many guests never rode this route, and many new memories will be made with a day out on the Reading & Northern. Nonetheless, we welcome all our guests to the railroad and make record profits in the process.

Since the ribbon cutting on Saturday, the railroad has sold over 1,000 tickets for the Pittston-to-Jim Thorpe trains alone. Tickets for the trip are sold out through July. The Lehigh Gorge Scenic Railway also continues to thrive, having hosted over 5,000 people Memorial Day weekend. Three Reading & Northern *Iron Horse Ramble* trips with #2102 are coming up over the summer, followed by our October trips. This takes a lot of hard work from all of you, and we sincerely thank you.

Please know how much we appreciate all the work you do, especially working together to make major projects like the Wilkes-Barre/Scranton Regional Railroad Station become reality.

Sincerely,

Andy Muller, Jr.
Owner/CEO


Matt Fisher
General Manager



Engineer Jeff Bavitz operating the FRA Geometry train in the Lehigh Gorge.

It's a Pride Thing in the MOW

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY

Safety Always Passenger & Freight Working Together

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY

As plans were being made for the creation and opening of the Wilkes-Barre / Scranton Regional Railroad Station, incorporating the "Safety Always" attitude was key. The safety of our employees, passengers, contractors, and general public were all considered at every step of the process. This included performing additional ultra sonic rail testing, geometry testing of the railroad infrastructure, and even all the way down to the details of how we would safely park everyone for the huge opening day. This took input and oversight from every department in the company.

As we planned to add excursions on what had been primarily freight routes, we teamed up with the Federal Railroad Administration (FRA) to have additional testing completed on all the main routes for the excursion trips. This included high tech testing equipment that inspects the rail and infrastructure with specialized tools to find potential problems that are invisible to the naked eye so they can be addressed before becoming an actual problem. This testing was in addition to the Sperry testing and an example of how we go above and beyond to keep everyone safe.

With the growing number of riders, different excursion routes, and adding to the passenger equipment fleet in conjunction with increasing our carloads in our freight department, a new position was created to help manage the growth. Nate Mengel was promoted to the new position as Passenger Operations and Safety Coordinator. With his experience in our passenger operations and one of the handful of Locomotive Engineers qualified to handle OCS Equipment, Nate is a great addition to the Transportation Team. He has been a great asset to the planning

and execution of passenger operations and has been working very closely with myself, John Smolczynski and Jim Cook with Safety and Training.

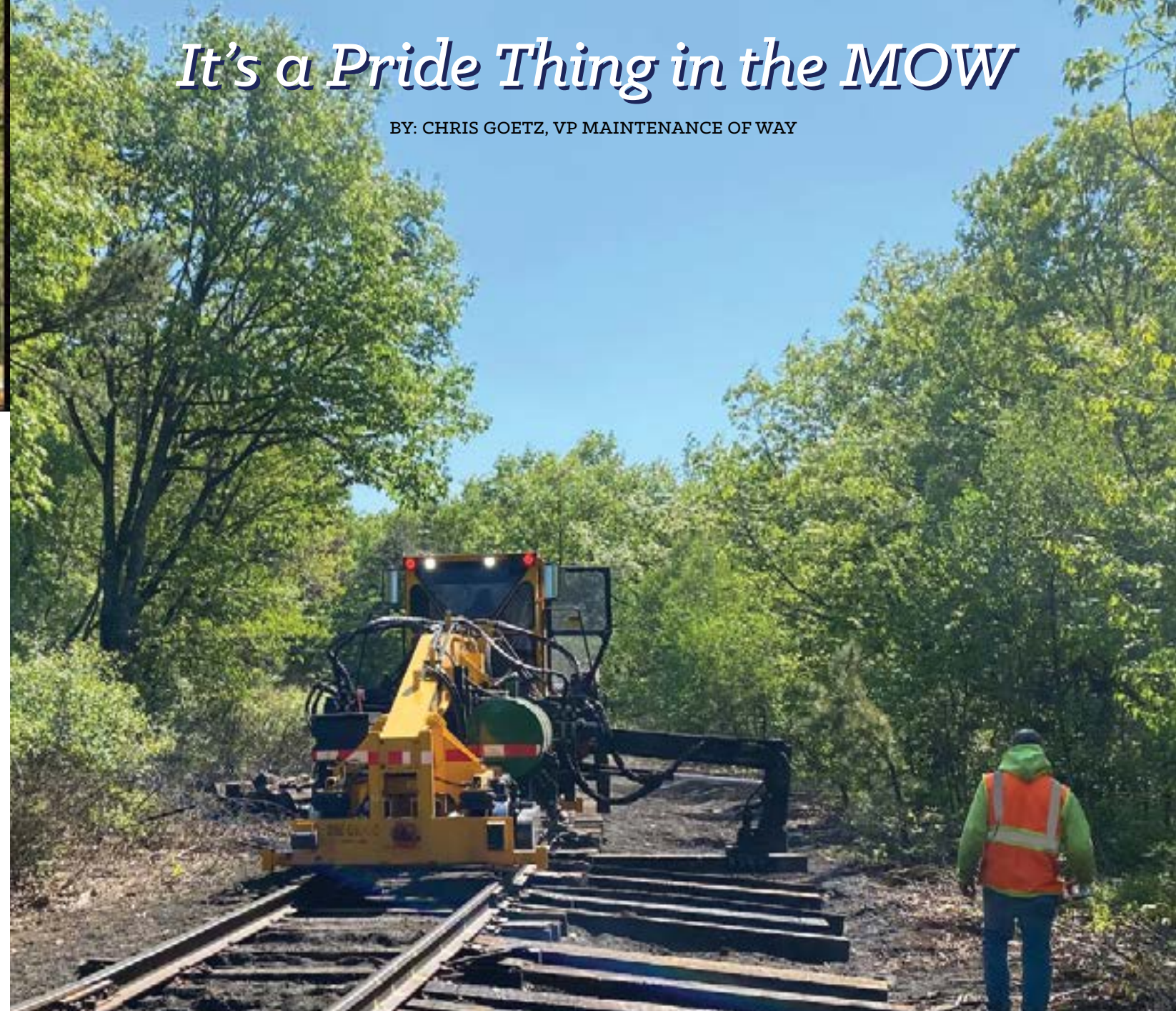
Congratulations to Nate Mengel!

Andy has added additional coaches to our already robust fleet of vintage passenger equipment. Not only has the equipment been refurbished on the inside, but the equipment is also getting beautiful paint jobs on the outside. We are also upgrading our passenger equipment with contemporary operational components which includes changing plain bearings with roller bearings. With the new equipment comes additional training to ensure all the parties involved in the operation and maintenance of the equipment are experts. An increase in trains has accelerated the amount of Locomotive Engineers and Conductors being trained to operate them. There have been three employees newly certified as Passenger Conductors, a certified Passenger Engineer and many more Engineers adding to their qualifications on the passenger equipment. The Steam Shop has been diligently maintaining and testing the 2102 and 425 steam locomotives. These are impressive pieces of machinery that take an equally impressive amount of care and work to keep them running. The Steam Team has the "Safety Always" attitude.

It is impressive to see all the departments work together. Without the teamwork between all the Departments within the railroad, it would be impossible to accomplish our goals to safely integrate our growing freight and excursion services. Safety Always is in everything we do. ♦



Nate Mengel helping in the classroom teaching the Passenger Department the rules on Switches and Derails.



Simply put, pride is a way of life in the Maintenance of Way Department, both pride in our work and what our work leads to. The culture that we have created and continue to grow at the Reading & Northern is one that sets us apart from countless other companies and railroads. Take our slogan "We Can Handle It" for example, it is a prideful motto showing that we have the confidence in ourselves and as a TEAM to tackle any project thrown at us. Pride resonates from the top of the management chain, through our most tenured members and down to newest trackmen out in the field. There is pride in knowing that a completed project allows a new customer to receive their very first car full of product or for a passenger to embark on a new journey from Pittston to Jim Thorpe.

In 2021 when the Reading & Northern purchased the 19 mile rail line in Carbon and Schuylkill counties from Carbon County, Andy Muller, Jr. started looking towards developing passenger operations from Jim Thorpe to the Wilkes Barre/Scranton region. Since then, we have poured our heart and soul into getting the portion of track from Jim Thorpe to Pittston up to RBMN mainline standards with 71,785 feet of rail and over 12,000 ties installed. We have complimented this work with a program of ballast dumping and surfacing, dumping thousands of tons of ballast and running multiple production style tampers over this railroad. Everyone in our department was involved for countless hours in more ways than one. Now that we are wrapping up that segment of our Mainline, now dubbed "the Crossline", we embarked on a new mission.

Continued on page 16.

With a new customer Stella Jones coming onto our Morea Running Track, MOW installed 4750 ties with the contractor Tartaglia along the Delano Runner. MOW foreman John Brown and Russ Monroe work together to supervise the progress.



Photographed by Duane Engle, the switch for the Jim Thorpe diamond is freshly installed to accommodate our many passengers coming into Jim Thorpe.



At Black Oak Curve at ML MP 80.2, gaging goes on with Derrick Keener, Chuckie Carl, Derek Reber, Enos Bleiler working on plate changes.



Mike Lojewski and Alex Scubelek, Jr. install ties during some work being done on the Pittston Wye for passenger moves.



Under haze from the Canadian wildfires, Mario Demarco lays out the rails that start the new Pittston Passenger Storage Track.



Nate Zeigler finishes unloading red stone at the new WBSRRRS.



Chris Garcia, Mark Graham, Ben Nelson, and Tim L'Amie put the finishing touches on the rods for the caboose track switch in JTY.



Mike Lojewski and Alex Scubelek, Jr. install ties at ML MP 156.5 ahead of the PIJT passenger trips beginning.



Before MOWs handiwork, an example of how much material was in the future WBSRRRS parking lot in the Pittston Yard.



At the site of the future WBSRRS platform, material can be seen prior to clean up efforts.



Nearing completion, seen is the almost completed product of the location seen earlier with all the rails and materials in the parking lot.



Final product from the Allen Street crossing rehab in Nesquehoning at ML MP 117.75.



Now with some stone and surfacing complete, the connection from the diamond to the Jim Thorpe Branch Main is made by Matt Minnich, Tim L'Amie, Dave Hutton, and W. E. Yoder employees. Photographed by Duane Engle.

Continued from page 15.

From time to time, we find ourselves in the midst of multiple monumental projects. The latest being the grand opening of the Wilkes-Barre Scranton Regional Railroad Station. The task that was laid before us was, in less than six months, to transform the Pittston Yard that was home to an abundance of MOW and C&S materials into a flagship passenger train station where we would begin our new passenger service to Jim Thorpe on Saturday May 27. Not only did we have our work cut out for us to move out and organize all the material from Pittston Yard, but in addition we needed to level out, grade, and roll the parking area dedicated for customers. We had to level the Mainline and build the foundation for facilities to construct the train station on top of and create a red carpet-esque entrance for our riders to be greeted by. Work also took place at other locations such as Penobscot and White Haven building a loading area for additional passengers to board and disembark.

MOW also had work to complete at the destination location, Jim Thorpe, in order to facilitate multiple passenger trains a day along with a regular tourist operation. To accomplish this, the Jim Thorpe Yard needed to be overhauled. Switches were constructed, tracks were built, unloading pads were paved, and even a diamond was installed. All in the effort to make the operations as smooth and predictable as possible for our passengers. Paying homage to railroading of the past,

antique cast iron signs and artifacts were installed at each location that the Pittston excursions stopped. Our passengers are greeted with beautiful signage and local red stone wherever they turn. Our goal throughout the construction process was to create an experience from beginning to end for our riders and we take extreme pride in not only how everything rides and runs, but how everything is presented.

As if this did not seem like enough work, along our main line we had complimentary ultrasonic testing done along with geometry car tests which provided us with an enhanced track report. With the information generated from these tests, we dedicated numerous resources to complete the affected locations. The completion of these lists generated from ultrasonic and geometry testing allows us to have confidence and pride that the ride felt by our passengers will be as smooth and enjoyable as possible, the entire way from Pittston to Jim Thorpe and back.

As the first train pulled out of the station on that late May morning, we were all able to take pride in our accomplishments, but no accomplishment was greater than being able to achieve one man's dream. Sure, we have had our bumps and bruises along the way, but we take pride in everything we do here, and it shows in our work. That's what makes the RBMN MOW department stand out and embrace the "We Can Handle it" culture we all take pride in. ♦

Summer Passenger & Paint/Restoration Update

BY: MATT FISHER, PASSENGER GENERAL MANAGER



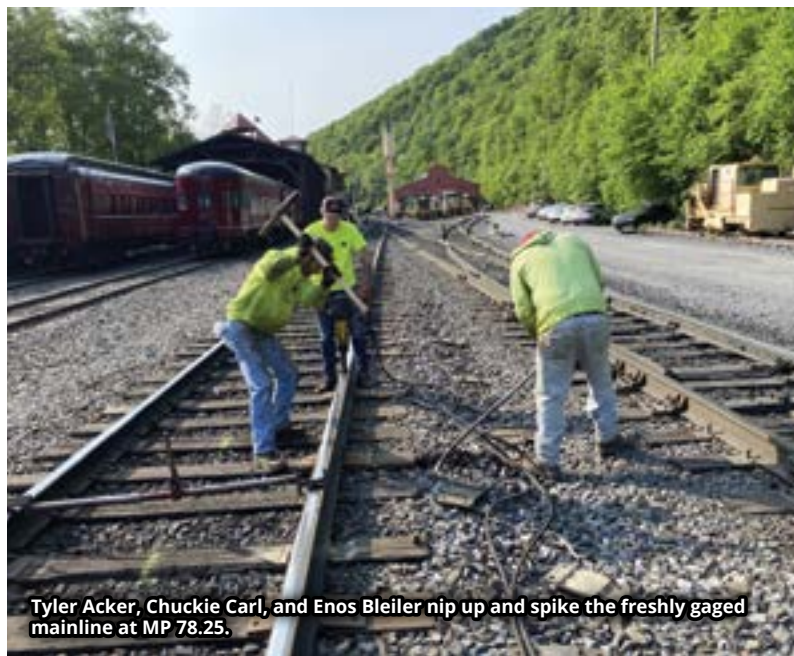
RBMN 2013 runs around the LGSR train using the newly instated diamond track.



MOW Foreman Tim L'Amie guides and works with M. Minnich in the Tamper 4 surfacing the newly installed Jim Thorpe switches.



Matt Nestor, Chuckie Carl, and Dennis Rosohac unload and layout materials for mainline tie work at MP 142 to ensure a smooth ride for our Wilkes-Barre/Scranton passengers.



Tyler Acker, Chuckie Carl, and Enos Bleiler nip up and spike the freshly gaged mainline at MP 78.25.



With surfacing and trackwork complete, Allen St has fresh flangeway installed and is ready for paving the next day as photographed by Dave Hutton.



On the Lehigh Side, a rail change occurs in the Church Road Crossing at ML MP 152.15 ahead of the PJT passenger trips. Josh Antosh cuts the rail as Nick Alberswerth pulls spikes.

The Wilkes-Barre/Scranton Regional Railroad Station at Pittston opened for regular service on May 27. The inaugural trip was the beginning of the next chapter for the Reading and Northern. The Pittston Rail Yard needed cleanup, upgrades, and new construction. The facilities team spent months working to make this location fit for weekly passenger service. Nearly every department of the railroad played a big part in making the inaugural train, and weekend service to follow, a great success. Following the inaugural trip, every excursion sold out through September by the beginning of summer. Pittston trips will continue to be a focus from October through December. Look for more excursions originating from the Wilkes-Barre/Scranton Regional Railroad Station.

Rail Diesel Car (RDC) trips resumed in May from Reading Outer Station, stopping at Port Clinton Station and Tamaqua Station. The trips operate every Saturday and Sunday from May through December. Guests now have over four hours to spend in Jim Thorpe. This is plenty of time to relax, find some food, and check out the shops and attractions downtown.

Also, a few weekend dates were set for special trips focusing on Pottsville, Tamaqua, and Mahanoy City. Mahanoy City tickets are available until the trip in September. This is the first time a passenger train has operated out of that borough since the early 2000's. Residents in all these towns are working with the railroad to make these special trips a success.

The Passenger Department spent time preparing for the Reading and Northern Rambles. The first of which was July 1. Passengers were delighted to get a packet of information that included a Reading and Northern system map, magnet depicting 2102, a pen, and a booklet of information that went over in detail the amazing history of 2102. The other two summer Reading and Northern Ramble dates are August 13 and September 2. Tickets on Standard Coach are still available with most of the premium seating already sold out. Steam locomotive 2102 will also power three Reading to Jim Thorpe trains in October.

On the Lehigh Gorge Scenic Railway 70-minute Jim Thorpe train, Crown

Coach, Standard Coach, Vista Dome, and Open Air seating are available every trip. Cab rides in the diesel locomotive and caboose bookings are also available and should be reserved ahead of time. The ridership for the LGSR train continues to be strong, overtaking the ridership and revenue figures from 2022. LGSR trips continue daily through mid-November.

Bike Trains from Jim Thorpe to White Haven returned in April. These 25-mile train trips operate one weekend every month. Passengers can ride round-trip by train, or more popularly, ride the train one way then use their own bike or rent one (through one ticket with our partner Pocono Biking) for the return to Jim Thorpe. The PA DCNR has made major improvements to the Delaware and Lehigh trail at White Haven. This trailhead is right against the White Haven Station where the bike train guests begin their bicycle journey downgrade back to Jim Thorpe. The White Haven trail head is worth the visit.

The Restoration Department is painting and refurbishing Crown Coach Seating car 561, and Standard Coach Seating car 211. Diesel locomotives have been a focus this summer. The big highlight will be celebrating 40 years at the Reading and Northern Railroad. This will be highlighted by painting two locomotives in special paint schemes and renumbering them to the years associated with the anniversary, 1983 and 2023. One diesel locomotive GP38-2 is being renumbered to 2023, with a special green and yellow design. One diesel locomotive SD40-2 is being renumbered to 1983 and will sport the original "Blue Mountain" blue color from the Blue Mountain and Reading days. More details along with pictures will be in the next newsmagazine.

The busy fall months are approaching. This summer was the first time fall foliage tickets were available from Pittston to Jim Thorpe. The all-day trips from Reading and Pottsville to Jim Thorpe will also operate October weekends. Sales continue to be strong. Some tickets for train excursions are still available in October.

More information about upcoming train excursions can be found on our Facebook pages and by checking www.lgsry.com and www.rbmnrr-passenger.com. Most tickets can be purchased online or by calling 610-562-2102. ♦

Billy Yanoshik, Facilities Technician – Paint Department, spent his birthday doing what he loves: washing Engine 5018.



Reading & Northern to Kick Off 2023 Passenger Train Excursions from Reading Outer Station

Port Clinton, PA – April 19, 2023

The Reading & Northern Railroad is set to begin another busy season of all-day passenger excursions from its Reading Outer Station, located at 3501 Pottsville Pike, Reading, PA 19605. While rail excursions will operate to Jim Thorpe, there will also be alternative excursions to Pottsville.

Pottsville trains will operate on April 29, June 17, July 29, August 19, and September 16. Tickets are now available, priced at \$39.00 round trip, and depart Reading Outer Station at 10:00am. These trips are a great alternative to Jim Thorpe, as Pottsville boasts numerous unique attractions and restaurants of its own. Passengers have five hours – a longer layover than that of Jim Thorpe – to explore and enjoy the town before reboarding the train for the return trip.

Our ever-popular Reading to Jim Thorpe excursions will resume on Saturday, May 6, 2023, and continue every Saturday and Sunday (plus holidays) through September 30. These trips, as always, depart Reading Outer Station (\$39.00 round trip) at 9:00am and make station stops in Port Clinton (\$39.00 round trip) and Tamaqua (\$24.00 round trip). Tickets to ride from any of these stations are on sale now. This year, passengers will have more time in Jim Thorpe – over four and a half hours – to dine and shop in the historic downtown. As usual, our rail diesel cars (RDCs) will be utilized on this route. During the winter, a great deal of work was performed on the RDCs to ensure that they are ready for the ambitious schedule ahead. Major off-season work included motors being replaced, and one RDC received a new transmission.

Finally, 2023 Iron Horse Rambles tickets will go on sale May 1st at 9:00am. The

Rambles are pulled by the pride of our fleet, 4-8-4 T-1 steam locomotive #2102. Seating options range from Standard Coach all the way up to our Lounge Observation Car. Prices range from \$99.00 to \$210.00 per ticket depending on the accommodation chosen.

These special excursions recall the days of the steam-powered trips of the same name that were operated by the Reading Company in the late 1950s into the early 1960s. The 2023 season marks the second straight year of The Rambles on Reading & Northern and the return of #2102 to service after more than three decades of inactivity. These are scheduled to operate from Reading Outer Station to Jim Thorpe on July 1, August 13, and September 2. Tickets will sell quickly for the much-anticipated Iron Horse Ramble excursions as they sold out extremely fast in our 2022 season.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 70 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It has expanded its operations over the last 40 years and now handles over 34,000 carloads of freight and 250,000 excursion riders annually over 400 miles of track. Reading & Northern operates both freight services and steam- and diesel-powered excursion passenger services, owns over 1,700 freight cars, and employs nearly 300 dedicated people. Reading & Northern has been repeatedly honored as one of the premier railroads in the nation, including being named Regional Railroad of the Year in 2020 by Railway Age magazine. ♦



It is my privilege to introduce Brad Handling, Transload Operations Manager, as our Summer 2023 Spotlight Employee. Brad has been with the Reading and Northern Railroad since March 2010.

Prior to his employment with RBMN, Brad worked as a Forklift Operator and Rough Mill Supervisor for the Schuylkill Haven Casket Company for fifteen years. He then left that job and worked as a Forklift Operator for Alcoa, currently known as Hydro, until he obtained his position with RBMN on March 29, 2010.

Brad was born in Norristown, PA, and moved to Auburn, PA, where he grew up and attended Schuylkill Haven Area School District. After graduation, Brad attended Penn College in Williamsport, PA and graduated with an Associate Degree in Landscape Nursery Technology.

Brad and his wife, Tracey, have been married for fourteen years and have seven children together, Blake, Allysin, Cole, Gabriella, Alivia, Evan, and Miranda. Their son, Blake, also works for RBMN as a Trackman in our Maintenance of Way Department. The Handling family currently has seven dogs and two cats. Most of the Handling family's spare time is spent at their permanent campsite or with their kids' many sports.

Brad says that he "enjoys working for the RBMN, and all the people." He noted that he was recently thinking about how many people now work for Reading and Northern Railroad compared to a little over a decade ago. He says, "my employee number is hundreds lower than my son's," and they only started eleven years apart.

Brad was chosen for this honor by his supervisor, Daren Geschwindt, Vice President of Distribution Services, who says, "I chose Brad because he is a hard worker and always does whatever is needed to get the job done." Daren continued to say that Brad "goes above and beyond to make sure that we are keeping the transload customers happy."

As spotlight employee, Brad will receive a gift card for \$100 to a restaurant of his choice, Palermo Pizza and Restaurant. ♦

2023 Beverly Hess Scholarship Award Recipients

BY: SABINE FIDLER, BEVERLY HESS SCHOLARSHIP AWARD ADMINISTRATOR

♥ Rescued, Adopted, Loved ♥

Meet Miff (right) and his mother, Molly. Eric Quimby, Car Host and Narrator within our Passenger Department, and Jo Evans, retired Car Host, recently adopted these two energetic and inseparable purebred Miniature Schnauzers. Here you can see this mother-son duo on a "Pennsy" caboose near Denver, PA.



Jennifer Frederickson is the daughter of Shane and Lisa Frederickson. Shane is a Steam Mechanic and Engineer with Reading and Northern. Jennifer is currently attending Penn State University in State College where she will be graduating in December with a degree in Business Management. She was recently hired as a Marketing and Advertising Coordinator within our Passenger Department. Jennifer writes, "I would like to express my gratitude for being selected as one of the first recipients of the Beverly Hess Scholarship Award! I appreciate this opportunity given to me by the Reading and Northern Railroad. This award will be put toward good use as I finish my last semester of school. Thank you again!"



Mason Gerber is the son of Jeffrey Gerber. Jeffrey is a Real Estate Inspector with RBMN. Mason will be a freshman in the Fall at Lehigh County Community College, Tamaqua Campus, where he will be studying Business. Mason says, "Thank you to RBMNR for the generous scholarship award."



Peter Glass is the son of Tyler Glass and Christy Pisker. Tyler is the Executive Vice President of Operations at RBMN. Peter will be a freshman in the Fall at Pennsylvania State University, Brandywine, where he will be studying Computer Science. Peter writes, "I am very grateful to receive the Reading and Northern Scholarship. I would like to thank everyone at Reading and Northern for awarding me the scholarship, as it will help me financially. I would also like to thank my family, who have provided me support throughout my academic career."

Congratulations to Jennifer, Mason, & Peter!

WELCOME ABOARD

New Employees!



John Brinich

John Brinich was recently hired as a Conductor within our Operations Department. He attended Mahanoy Area High School. Prior to working at RBMNR, John was a Material Handler at Ashland Foundry and Machine Works for four years.



Bonnie Frederick

Bonnie Frederick was recently hired as an Accounts Payable/Payroll Clerk in our Finance Department. She attended Temple University. Prior to working at RBMNR, Bonnie worked at Broadway Moving & Storage/Broadway Specialized Transportation for fifteen years.



Mark Graham

Mark Graham was recently hired as a Backhoe Operator (Class 3 Trainee) in our Maintenance of Way Department. He attended Marian Catholic High School and Wilkes University. Prior to working at RBMNR, Mark was an Operator at JD Eckman for three years.



Ronald Mohl

Ronald Mohl was recently hired as a Police Officer within our Police Department. He attended Northern High School, Penn State Berks Campus, and Reading Police Academy. Prior to working at RBMNR, Ronald was a Patrol Sergeant for Northern Berks Regional Police for thirty-two years.



Timothy Wright

Timothy Wright was recently hired as the Director of Passenger Operations in Pittston within our Passenger Department. He attended Wallenpaupack Area High School and Pennsylvania College of Technology. Prior to working at RBMNR, Timothy was in Media Sales at Bold Gold Media for eight months. He is also a firefighter with the Honesdale Fire Department.



Joseph Armitage

Joseph Armitage was recently hired as a Real Estate Project Coordinator in our Real Estate Department. He attended Pittston Area High School and Lehigh Carbon Community College. Prior to working at RBMNR, Joseph was a Laborer at Thomas Landscape Management for one year. In his free time, Joseph makes wine, usually about 300-500 bottles every year.



Raun DeBellis

Raun DeBellis was recently hired as a Conductor within our Operations Department. He previously attended Tamaqua Area High School. Prior to working at RBMNR, Raun was a Lumper at FHI Works for two years.



Jason Moyer

Jason Moyer was recently hired as a Trackman in our Maintenance of Way Department. He attended Boyertown Area Senior High School and Berks Career and Technology for Diesel. Prior to working at RBMNR, Jason worked as an Engineer and Track Inspector for Colebrookdale Railroad for three years. In his spare time, he is currently working on restoring a 1978 Grumman Kurbmaster hi-rail truck.



Robert Lynch

Robert Lynch was recently hired as a Car Host in our Passenger Department. He attended Archbishop Wood High School and Apprentice Training for the Electrical Industry in Philadelphia. Prior to working at RBMNR, Robert worked as an Electrician Mechanic/Foreman at Philadelphia Electricians for thirty-four years.



Michael Sharadin

Michael Sharadin was recently hired as the Vice President of Coal in our Marketing Department. He attended Kutztown Area School District and Muhlenberg College. Prior to working at RBMNR, Mike worked as a Transportation Area Manager at Amazon for two and a half years. He also has a twin sister.



Thomas Farmer

Thomas Farmer was recently hired as a Car Host in our Passenger Department. He attended Kutztown Central High School in Richmond, KY, Olivet Nazarene University in Bourbonnais, IL, and Southern New Hampshire University online. He currently works as a Paraprofessional at East Stroudsburg Area School District. Thomas is also currently writing a novel.



Tyler Stoudt

Tyler Stoudt was recently hired as a Paint and Restoration Technician in our Paint Department. He attended Tulpehocken Junior/Senior High School, MMI and Berks Career & Technology Center. Prior to working at RBMNR, Tyler worked as a self-contractor for two years. In his spare time, he enjoys riding rodeo.



Shawn Reichart

Shawn Reichart was recently hired as a Trackman in our Maintenance of Way Department. He attended Hamburg Area High School. Prior to working at RBMNR, Shawn was a Storm Water Foreman for the Orwigsburg Borough for six years. In his spare time, Shawn enjoys spending quality time with his family outdoors.

HAPPY BIRTHDAY

AUG. 1	MICHAEL BISCHAK	AUG. 26	KYLE BARRELL	OCT. 4	SCOTT BESHORE
AUG. 1	MATTHEW MINNICH	AUG. 27	JIM MIZNER	OCT. 5	JEFFREY GERBER
AUG. 2	COREY REHRIG	AUG. 30	JAMIE SOLOMON	OCT. 5	JEREMY GREEN
AUG. 2	RICHARD VOGRIN	SEPT. 2	MATTHEW NESTOR	OCT. 6	KAITLYN BECHLER
AUG. 2	DANIEL WEBBER	SEPT. 3	LEANNE MOSER	OCT. 6	JAMES DONLEY
AUG. 3	MARK CAIN	SEPT. 3	AMBER PEIFFER	OCT. 7	TINA MULLER-LEVAN
AUG. 4	SAMUEL TRIPP	SEPT. 3	REBECCA WARD	OCT. 8	ZACHARY BAKER
AUG. 5	STEPHEN PERRETTE	SEPT. 4	COREY HAMM	OCT. 9	DAWN-MARIE BUBECK
AUG. 5	ALEXANDER SCUBELEK, III	SEPT. 5	KIM REED	OCT. 10	PHILIP GESCHWINDT
AUG. 8	MATTHEW FISHER	SEPT. 6	NICOLE WOLF	OCT. 10	NICK RICCIO
AUG. 8	CHRISTOPHER GARCIA	SEPT. 7	JUSTINE BERGER	OCT. 11	JACK KALINICH
AUG. 8	ABRAM KEMMERER	SEPT. 8	DIANE LEIBY	OCT. 11	SHERRY PRIMROSE
AUG. 8	MICHAEL KOLBE	SEPT. 9	ANGEL BRAZDZIONIS	OCT. 11	NICHOLAS SURUSKIE
AUG. 8	JAMES RAFFA	SEPT. 9	BRAD HANDLING	OCT. 12	RYAN BOYER
AUG. 10	LARRY FISHER	SEPT. 9	SPENCER HOCKMAN	OCT. 12	RONDA CHIVINSKI
AUG. 11	WILLIAM CLARK	SEPT. 10	NATHANIEL BILLET-DIAZ	OCT. 13	JOHN BROWN
AUG. 11	ZACHARY FRYE	SEPT. 11	TIFFANY HOWELL	OCT. 13	MATTHEW JOHNSON
AUG. 11	BEVERELY HESS	SEPT. 11	THOMAS STEMKO	OCT. 13	ROBERT LYNCH
AUG. 12	WILLIAM BUCKINGHAM, JR	SEPT. 12	WAYNE MICHEL	OCT. 14	CHAD FREDERICKSON
AUG. 13	SHANE FREDERICKSON	SEPT. 12	MARCUS SEARS	OCT. 14	JENNIFER FREDERICKSON
AUG. 13	RONALD MOHL	SEPT. 14	MATTHEW LIPTAK	OCT. 16	BRENTON BEZEK
AUG. 13	ANDY MULLER	SEPT. 15	DEREK REBER	OCT. 18	JOSHUA CASCARELLA
AUG. 14	RONALD COLLINS-WEST, II	SEPT. 16	SETH BEDNAR	OCT. 18	JASON READING
AUG. 14	DUANE ENGLE	SEPT. 16	RUSSELLE MONROE	OCT. 19	THERMAN MADEIRA
AUG. 14	ERIK OSTROSKIE	SEPT. 16	LINDA SEIGEL	OCT. 19	KIMBERLY REED
AUG. 16	SPENCER BUCKINGHAM	SEPT. 19	CHUCK CARL	OCT. 20	BENJAMIN BIBIK
AUG. 17	TYLER STOUTD	SEPT. 19	EVAN KERR	OCT. 22	ALBERT SEILER
AUG. 17	RYAN TREXLER	SEPT. 22	RYAN FREDERICKSON	OCT. 25	ALVIN RINEER
AUG. 19	CHRIS GOETZ	SEPT. 24	JEFFREY JONES	OCT. 26	BONNIE FREDERICK
AUG. 21	JUSTIN MENGEL	SEPT. 26	THOMAS SKRUTSKI	OCT. 28	TRAVIS PREVOST
AUG. 21	CHARLES MINER	SEPT. 29	TYLER ACKER	OCT. 28	JOHN SHUCAVAGE
AUG. 23	DAVID JOHNSON	SEPT. 30	BRIAN VAN BLARGAN	OCT. 30	RAYMOND CHIPPA
AUG. 25	JOHN BRINICH	OCT. 1	RAUN DEBELLIS	OCT. 30	JOHN HARTMAN
AUG. 25	THOMAS FARMER	OCT. 1	JOSHUA SHIELDS	OCT. 30	BENJAMIN LEONTI
AUG. 25	RYAN PARKS	OCT. 3	DARREN SPARE	OCT. 31	TIMOTHY MATUSHONECK

Reading & Northern's Family Recipes

Nana B's Macaroni Salad

One of Kimberly Reed's favorite summer side dishes also happens to be her family's favorite, as well. RBMNR's Receptionist/Administrative Assistant says, "when we make this, everyone asks for the recipe. We call it Nana B's Macaroni Salad after my mom, who always makes this when we have family functions. It's her thing." Kimberly is sure that if you make it, everyone will ask you for the recipe, too.

Ingredients

- 16 oz. macaroni or corkscrew noodles
- Celery, as much or as little as you prefer, finely chopped
- Carrots, as much or as little as you prefer, finely chopped
- Onion, as much or as little as you prefer, finely chopped
- Celery salt

Dressing:

- 1 pint mayonnaise or Miracle Whip
- 1 cup granulated sugar
- 4 Tbsp. yellow mustard
- 1 can evaporated milk
- 6 Tbsp. apple cider vinegar

Directions

- 1) Cook pasta al dente; drain and rinse in cold water.
- 2) While pasta is cooking, combine mayonnaise or Miracle Whip, sugar, and mustard to a medium bowl to begin making dressing. Mix well.
- 3) Add evaporated milk and apple cider vinegar to dressing and mix well.
- 4) Combine celery, carrots, onions, and pasta in a large bowl.
- 5) Pour dressing over pasta and vegetables. Stir to fully incorporate.
- 6) Sprinkle with celery salt and serve cold.

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

RBMN Anniversaries

30 YEARS



MAY 3, 1993
DUANE ENGLE
AVP TRACK
READING DIVISION – MOW

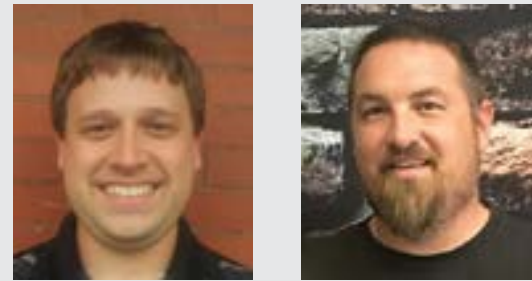
JULY 1, 1993
CALVIN GERHARD
CAR HOST – PASSENGER

25 YEARS



JUNE 1, 1998
MICHAEL KOLBE
ENGINEER, CONDUCTOR
OPERATIONS

20 YEARS



MAY 8, 2003
JONATHAN BARKET
VP SPECIAL PROJECTS
MANAGEMENT

MAY 19, 2003
RAYMOND SCHWENK
SENIOR FACILITIES MANAGER
FACILITIES



JUNE 23, 2003
RYAN PARKS
SERGEANT - POLICE

JULY 13, 2003
RUSSELL SCIANNA
OFFICE MANAGER
HAVEN – PASSENGER

15 YEARS



JULY 7, 2008
MATTHEW COLLINS
VP OF COMM. & SIGNALS
SIGNALS & COMMUNICATIONS

JULY 7, 2008
CHRISTOPHER PETERS
ENGINEER, DISPATCHER
OPERATIONS



JULY 7, 2008
GORDON CLARK
MANAGER OF FBO OP.
READING JET CENTER

JULY 21, 2008
NATHAN MENGEL
PASSENGER OP. & SAFETY
COORDINATOR
OPERATIONS

JULY 26, 2008
TIMOTHY BARNES
CAR HOST/NARRATOR
PASSENGER

10 YEARS



DANIEL RAWLEIGH
TICKET AGENT/CONDUCTOR
PASSENGER



JULY 10, 2013
RHONDA BUECHLE
RANCH MANAGER ASSISTANT
MOON LAKE RANCH

5 YEARS



MAY 13, 2018
SIERRA WANAMAKER
CAR HOST/TICKET
AGENT - PASSENGER

MAY 20, 2018
JENNIFER FREDERICKSON
AD. & MARKETING
COORDINATOR -
PASSENGER

MAY 21, 2018
CHUCK CARL
MACHINE OPERATOR
MAINTENANCE OF WAY

MAY 26, 2018
KIM REED
TICKET AGENT
PASSENGER

JUNE 6, 2018
DENNIS ROSOHAC
MACHINE OPERATOR -
MAINTENANCE OF WAY



JUNE 26, 2018
JASON WINWOOD
AVP MOW -
MAINTENANCE OF WAY

JUNE 27, 2018
SAMUEL HOLLOCK
CONDUCTOR
OPERATIONS

JUNE 27, 2018
ERIK OSTROSKIE
CONDUCTOR
OPERATIONS

JULY 13, 2018
JOSEPH BROWN
MGR OF RAIL EQUIP.
MECHANICAL

JULY 16, 2018
ANTHONY DEBELLIS
CONDUCTOR
OPERATIONS

3 YEARS



MAY 26, 2020
JESSICA GRIESSER
PURCHASING MANAGER
MECHANICAL

1 YEAR



MAY 2, 2022
KIMBERLY REED
RECEPTIONIST/
ADMIN. ASST.
HUMAN RESOURCES

MAY 6, 2022
TARA GOWRIE
MASCOT
PASSENGER

MAY 6, 2022
BROCK REGNIER
MASCOT
PASSENGER

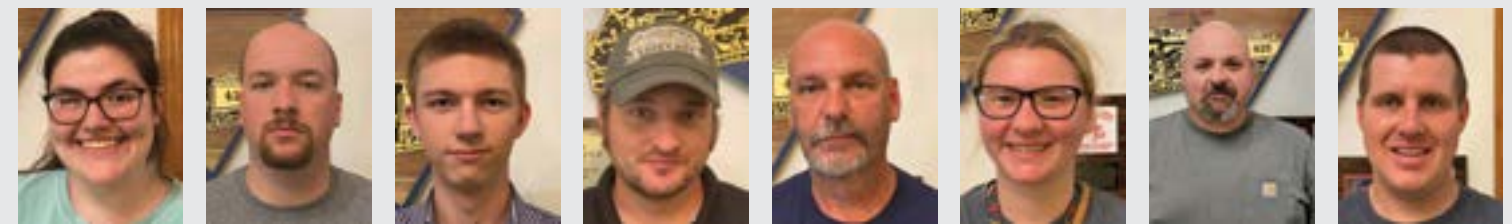
MAY 9, 2022
ASA FRANTZ
CAR HOST
PASSENGER

MAY 16, 2022
ALEXANDER LEPONE
CONDUCTOR/ENG.
OPERATIONS

MAY 16, 2022
JAKE STOCKMAL
CONDUCTOR
OPERATIONS

MAY 23, 2022
MATTHEW LIPTAK
IT DIRECTOR
INFO.TECH.

MAY 31, 2022
TIMOTHY WILLIAMS
CONDUCTOR/ENG.
OPERATIONS



JUNE 9, 2022
MELINEE WILSON
MECH. LOGISTICS
COORDINATOR
MECHANICAL

JUNE 20, 2022
GAVIN SEIP
CONDUCTOR
OPERATIONS

JUNE 20, 2022
HUDSON HENRY
CONDUCTOR
OPERATIONS

JUNE 27, 2022
BRUCE KELLMAN
SIGNAL MAINTAINER
SIGNALS AND COMM.

JULY 1, 2022
FRANCIS DENNIS
FACILITIES MGR OF
NESQUEHONING
CAMPUS - FACILITIES

JULY 18, 2022
KAITLYN BECHLER
CAR HOST
PASSENGER

JULY 25, 2022
JASON SANCHEZ
PAINT &
RESTORATION TECH.
PAINT

JULY 29, 2022
CHRISTOPHER
HOLLAND
LOCOMOTIVE MECH.
MECHANICAL



Alvin Rineer and Lucas Reichard training Alec Humes on a Saturday YJNR.



Gavin Seip moving cars in tablet to keep the inventory accurate.



Director of Safety John Smolczynski briefing PNPV crew Billy Riegle, Adam Boak and Jared Edmonds.



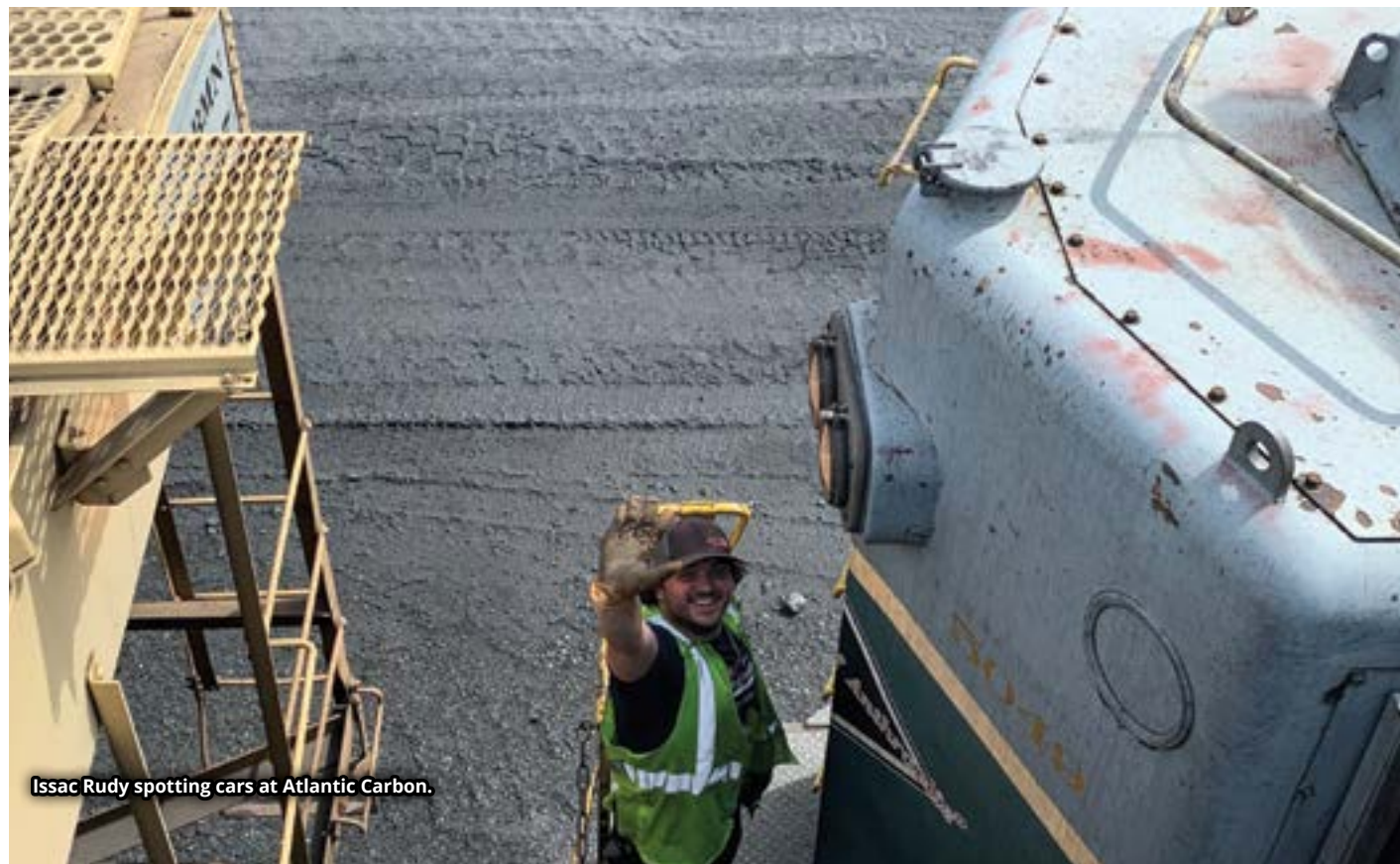
John Shucavage and Tony Weachock working together at Lower Yard, Tamaqua setting up the outbound cars for the evening QANR to take to south for Interchange.



Jim Cook working coal customer on a beautiful day.



AVP Mechanical Bill Oates, Chief Dispatcher Kyle Sanders and Electromechanical Locomotive Technician Mark Cain talking shop in the Engine House.



Issac Rudy spotting cars at Atlantic Carbon.



Alex Lepone and Tim Williams at Lower Yard, Tamaqua.



John Shucavage working at Tamaqua Yard.



Aaron Schlosser training Dispatcher Trainee, Andrew Zehner.



Hudson Henry copying down a Form D while on train NRLE.



Conductor Trainee John Brinich lining the switch at Valley.



Locomotive Electrician Joe Zimmerman working on getting the 2016 in service.



Adam Boak working at Valley making a pick up on train QAJT.



Engineer, Russell Shurtleff gets ready to depart Pittston on the 2nd day of the new service out of the Wilkes-Barre/Scranton Regional Train Station.



Isaac Rudy on coal loading train LNRX at Lehigh Natural Resources, Greenwood Breaker. The coal they are loading this day is for Rio Tinto.



DSLE, Jim Cook helping teach a small class of Conductor Trainees (Jared Edmonds and John Brinich) at the Nesquehoning Campus.



Conductor Sam Hollock working at West Hazleton on the WHHB1.



Engineer Trainee Tom Skrutski seen at Tamaqua learning the finer points of being a Locomotive Engineer on train QASD.



2023 Car Shop Rules Class at Nesquehoning.



Bunny Rescue

This sweet, little bunny was rescued from flooding in the Reading area this morning by Ben Leonti, Car Shop Director. Ty McFarland, Carman, bundled it up and brought it to Port Clinton. "Bugs" was delivered to Red Creek Wildlife immediately and was given a good prognosis by one of the rehabilitators. Thank you, Ben and Ty, for your compassion and for making sure he was taken care of in a timely manner! We are grateful!

Shared by Sabine Fidler, HR Assistant

Coexisting at Jim Thorpe

I just wanted to send out a quick note and a "Thank You!" to John Smolczynski and Ryan Frederickson today as they helped relocate a turtle at Jim Thorpe. The little guy was trying to get under the fence along the trail, possibly headed for the Lehigh River, but couldn't quite make it! Ryan reported seeing the turtle while we were shoving from making a wye move and we made a brief stop to help the little guy complete his hike! Great job, guys!

Shared by Jeff Knadler, Senior Dir. - Passenger Op.



Butterfly in Jim Thorpe

Tammy Debkowski, Payroll Manager, captured an image of this Aphrodite Fritillary butterfly in Port Clinton, hanging out on milk weed.

Red Creek Wildlife

Fishers

Fisher needs to grow into their paws.

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

Each year, Red Creek is presented with over 4,000 animals needing care. About one-half of our patients are common species, such as cottontail rabbits, eastern gray squirrels, and opossums. Other species are seen each year but in smaller numbers, such as fawns, foxes, raptors, and many species of songbirds. Some infrequent visitors arrive occasionally, but it is rare to receive a unique animal that we have never rehabilitated before.

We received a litter of fisher kits in late April, a first for Red Creek. Fishers are medium to large-sized weasels, the second largest in the state; the largest being the river otter. The species was believed to be extirpated by the early to mid-1900s due to colonialization and deforestation. The current population is due to reintroduction efforts in Pennsylvania, as well as surrounding states.

The four kits, three boys and one girl, lost their home following a logging project in Potter County. The kits were about two months old, much too young to be without their mother, and arrived dehydrated.

Caring for a new species of animal requires research and networking. After rehydration therapy, the kits needed milk, but what type would they need? Each species' milk requirements are different. We get our milk formulas from Fox Valley Nutrition. This company specializes in species-specific milk replacers but does not have a formula designed for fishers or any other type of weasel. We started the kits on a recipe designed for mink and began calling other rehabilitators for advice.

During their first month of care, the baby fishers spent most of the time sleeping between feedings. They didn't seem much different from most baby mammals except for their huge feet and claws. They grew quickly and soon began exploring their cage and the clinic rooms under supervision. By early

June, they had doubled their size and graduated to an outdoor enclosure, allowing them to practice hiding, stalking, and climbing.

Agile and excellent climbers, fishers are skilled hunters not only on the forest floor but also high in the tree canopies. Being excellent climbers became an issue when our litter of kits became old enough to explore. They often tried climbing our staff with long sharp claws that easily scratched skin. To protect ourselves, staff had to wear lumberjack chaps that protected their legs. Each cleaning and feeding session requires two people, one to work and one to protect the worker from being climbed on.

Solitary animals, fishers disperse as a family by the time they reach five months old. At this age, siblings become less tolerant of each other and may begin to fight. We aren't worried about their ability to care for themselves because as early as mid-June, they were already showing themselves to be athletic stealthy hunters that they will become.

A release date for the four kits is planned for mid-summer at a remote location in Potter County near their original home territory.

Fishers are carnivores that hunt primarily small mammals, reptiles, and insects but will also eat fruits and fungi. Fishers are also known for being one of the only natural predators of porcupines.

When fully grown, the males can weigh seven to fifteen pounds and grow from 35 to 48 inches in length. The females are smaller, usually weighing four to nine pounds and averaging 30 to 37 inches. Because of the support we receive from the Reading Blue Mountain and Northern Railroad, these four kits will get a second chance to become adults and roam the northern counties of Pennsylvania. ♦



A fisher kit nursing.



Second largest weasel in PA.



Wrestle time.



Getting sassy.



Chilling in between feedings.



Notice the chaps worn for protection.

Wellness Corner

BY: MEGHAN FAUST, RECEPTIONIST/EMPLOYEE RELATIONS COORDINATOR

Different, Not Less

*"What makes you different makes you beautiful."
- Anastasia Dangerfield*

Most of us know that children develop at different rates; that they don't all learn to walk and talk at the same age or the same rate. However, if you are a parent or have known a parent that noticed their child is delayed in social skills and language, or has constant repetitive behaviors, you might be concerned about autism. After all, autism affects approximately 1 in 36 children in the United States today and, while there are risk factors for autism, there is no known "cause."

For those of you that have never encountered someone with autism or truly just don't understand the diagnosis, autism spectrum disorder (ASD) is a developmental disability caused by differences in the brain. People with ASD may communicate, behave, learn, and interact in ways that are different from most other people and their severity can range from highly skilled to severely challenged. For example, some people with autism may have advanced conversation skills whereas others may be nonverbal. Some of those individuals need significant help in their daily lives while others can work and live with little to no support. There isn't one type of autism, but rather many subtypes that are most influenced by a combination of genetic and environmental factors. As the name suggests, ASD is a spectrum disorder so no two people with autism have the same strengths and challenges.

Symptoms for autism typically appear in the early stages of childhood before the age of three and can last throughout a person's life. However, symptoms may improve over time. Some children show symptoms within the first 12 months of life, while others may not have any symptoms until 24 months or later. There are some cases where children with ASD gain new skills and meet developmental milestones until around 18 to 24 months and then they stop gaining new skills or lose the skills they once had. Research has shown that early intervention has proven to be one of the most effective strategies to help people with autism have positive outcomes later in life. Some symptoms to look out for in the early stages of life are:

- No babbling – babbling is an important building block for language development. Most children are babbling by the time they reach one year.
- Lack of emotion – this includes no smiling or laughing by 6 months or not mirroring emotions by 9 months.
- Avoiding eye contact.
- Does not respond to their name – the child may appear deaf.
- Flap their hands, rock their body, or spin in circles – repetitive actions are a common symptom.
- Have low or no social skills – they do not interact with people and prefer to be alone.
- Repeat words or phrases over and over – also known as echolalia.
- Have unusual reactions (over- or under-sensitivity) to the way things sound, smell, taste, look, or feel.
- Line up toys or other objects or play with toys the same way every time.
- Become upset by minor changes in routine.

Children with ASD may also have a short attention span, lack fear, or have more fear than expected, exhibit impulsivity, have unusual eating or sleeping habits, or cause self-injury. Diagnosing ASD can be difficult. There is no medical test to diagnose the disorder, so a doctor will need to look at your child's behavior and development to make a diagnosis. Sometimes, ASD can be diagnosed by 18 months or younger. By the age of two, however, a diagnosis by an experienced professional can be considered reliable. Some people are not diagnosed until they are adolescents or adults, and some people are never diagnosed at all. Any delay in diagnosis means that people with ASD might not get the early help they need.

While scientists have not discovered a single cause of autism, they believe there are several factors that may contribute to the disorder. If one child in the family has autism, it is more likely that another sibling will develop it, too. On the same note, identical twins are both highly likely to develop ASD if it is present, and boys are four times more likely than girls to develop ASD. Another factor that could cause children to have autism is the environment. Prenatal factors, such as the mother's health, and other postnatal factors may contribute to the development of ASD. Even with the many claims that are highlighted in the media, there is strong evidence that shows that vaccines do not cause autism. There are currently no FDA-approved medications for the core symptoms, but psychotherapy, including floor time, education and development, and Applied Behavioral Analysis, is often a main feature of the overall treatment plan for children.

Adolescents and young adults with ASD may have difficulty developing and maintaining friendships, understanding what behaviors are expected in school or on the job, or communicating with peers and adults. Because they have difficulty reading social cues or understanding social conventions, children, teens, and young adults with ASD are at a higher risk for bullying. According to a study by the Interactive Autism Network, approximately two-thirds, or 63%, of children with autism between the ages of 6 and 15 have been bullied. Bullying causes children to have a change in their eating or sleeping patterns, a decline in school performance, outbursts of aggression, loss of interest in activities they use to enjoy, or a negative mood or self-image. Studies have shown that acceptance and education dramatically increase a child's ability to thrive in a school setting. There are several ways in which to promote acceptance at school such as a buddy bench, Sit With Us app, or peer advocacy. Roughly 50 percent of bullying situations stop when a peer intervenes. When at home, parents can support their bullied child by teaching them self-advocacy and teaching them to effectively convey or communicate their own needs, rights, desires, and interests.

It can be frustrating for people with ASD and family members because of the challenges of communicating. Luckily, there are plenty of support groups that can help families better understand each other's needs. Autism Help and Talk About Curing Autism (TACA) are two great resources to get you started. It is up to adults to model and teach compassion, to empower our children, and to teach them self-love and embracing what makes us unique. It is okay to feel different, but it is not okay to treat, or be treated, differently.



For more information, visit:

<https://nationalautismassociation.org>

<https://www.autismspeaks.org>

<https://www.myautism.org>

<https://www.cdc.gov/ncbddd/autism/facts.html>

<https://www.nami.org/Learn-More/Mental-Health-Conditions/Related-Conditions/Autism>

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



The platform at Jim Thorpe Station is full of LGSR passengers greeting the first Pittston to Jim Thorpe train under the banner. May 27, 2023.