

**Reading Blue Mountain &  
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



*(Left to right) Dan Gilchrist, Wayne Michel, Tyler Glass and Mike Sharadin standing in the 35 cubic yard shovel of the 7800 Marion dragline in the Wadesville pit.*

# R&N MAGAZINE

Summer 2013 • Volume 15, Issue 3

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

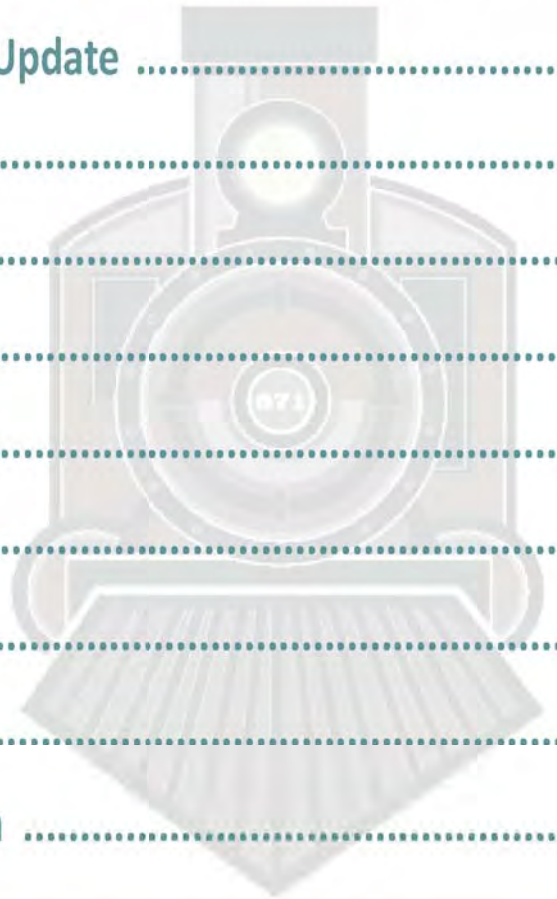
*Serving our customers, and the environment.*





# In This Issue

Keeping On Track .....	pgs. 3-4
Supplier of the Year .....	pg. 4
Reading Anthracite Company .....	pgs. 5-8
Humbolt Industrial Park Update .....	pg. 8
Passenger .....	pg. 9
The Black Diamond .....	pgs. 10-11
Little Caboose's Corner .....	pg. 12
Employee Spotlight .....	pg. 18
Employee News .....	pg. 13
Footprints .....	pgs. 14-15
Anniversaries .....	pgs. 16-17
RBMN Picnic Information .....	pg. 12
Happy Birthday! .....	pg. 18
Congratulations! .....	pg. 19
Welcome Aboard.....	pg. 19



# KEEPING ON TRACK

By Wayne A. Michel, President

Recently I've been thinking about the passage of time. Perhaps it's the fact that in September Andy Muller will be celebrating 30 years of railroading and I turn 60. Or it might be the fact that as I write this column I am celebrating 14 years at the Reading & Northern and even more amazingly 35 years in the railroad industry!

The world has changed a lot in those 35 years. Thirty-five years ago we had no cell phones, pcs, internet or Ipods. Thirty-five years ago our image of the Twin Towers was of King Kong scaling it, not terrorists flying jets into it. And thirty-five years ago the railroad industry was a mess. Penn Central went bankrupt and Amtrak and Conrail were formed. And our nation's leaders decided the means to revitalize the dying railroad industry was deregulation.

Into that environment I joined the Interstate Commerce Commission as an attorney. At the time I knew nothing about railroads. The only trains I knew growing up were the Long Island Railroad commuter trains. And yet my lack of knowledge was determined to be a blessing as at least I was not a technocrat who enjoyed micromanaging the railroad industry. The powers to be wanted to deregulate and as a result new attorneys like me were given greater opportunity and responsibility than our lack of knowledge and experience would normally dictate. Soon I was drafting major decisions such as the Railroad Merger Policy Statement and regulations implementing the Staggers Act. By the time I turned 30 I was the Senior Policy Attorney in the Rail Division overseeing the drafting of all decisions setting rail policy.

In the Fall of 1985 Conrail gave me the chance to learn the business side of railroading. As the Director of

Conrail's abandonment and line sale program I got to hirail and walk dozens of branch lines, learn about deferred maintenance and railroad costing, and meet with railroad customers and learn about their reliance on rail. I also met entrepreneurs like Andy Muller who were willing to take risks to buy and operate these marginal lines. Over time Conrail gave me opportunities in the marketing and sales area. In the early 1990's I ran the industrial development department responsible for locating and expanding business throughout Conrail territory and the industry's first business group dedicated to moving solid waste materials by rail.

In 1995 Conrail's senior management asked me to go back to line sales, but with a twist. Conrail was now looking to sell profitable lines. Because they were profitable Conrail wanted to retain the business even after shedding the operations. After months of work our team came up with a shortline franchise program, which we called CONRAIL EXPRESS. We rolled out the line sales program and CONRAIL EXPRESS in the Spring of 1996. Over the next few months we consummated a number of sales including the Lehigh Line sale to RBMN, which was one of the charter members of CONRAIL EXPRESS. Once Conrail announced its merger with CSX in the Fall of 1996 all line sale activity ceased. And a little more than 2 1/2 years later Conrail, as we knew it,



was gone and I was unemployed for the first time in my adult life.

I had barely caught my breath before I started receiving calls from shortlines seeking guidance as they dealt with the transition from Conrail to NS and CSX. I became a consultant and when Andy asked me to work with RBMN it seemed like a good fit since Port Clinton was relatively close to my Philadelphia home. Soon it became clear that Andy and I made a good team and I dropped my other clients. A few years later Andy named me President, on the condition that I have fun.

Fourteen full-filled years later I am having a ball. Working with Andy and our team we have built a terrific railroad. Every year our revenues and profits grow. Our track condition is the best it has been in decades. Just last

Continued on Page 4

Cover Photo: Brian Rich, President of Reading Anthracite (left), and Andrew Muller, Chairman/CEO of The Reading & Northern Railroad (right), onsite at the new St. Nicholas breaker just outside Minersville, PA.

Editors: Beverly Hess • Frances Karycki • Wayne Michel

All photos are the property of the railroad unless otherwise mentioned. This magazine is proudly printed on recycled paper.





Continued from Page 3

month the FRA ran its track geometry train over two different segments totaling over 60 miles and found not one single Class II defect.

Our traffic base is diverse and healthy. Our anthracite foundation is strong thanks to partners like Reading Anthracite (see Mike Sharadin's cover story). We have spent over six million dollars to buy hundreds of rail cars to support this business and working with Kinder Morgan we developed the Fairless Hills export facility. In June Norfolk Southern recognized our efforts by giving us the Coal Business Group Marketing Achievement Award at the NS Shortline meeting.

And our business extends far beyond anthracite coal. Working with D&I Silica we developed a Marcellus

Shale frac sand terminal at our Pittston Yard that is capable of handling unit trains. And working with our Class 1 partner, NS, we have managed to retain and grow the business of several international companies like P&G and SAPA as well as regional powerhouses like Yuengling and Kane Warehouse.

As good as our past has been our future is even brighter. So far 2013 has brought record carloadings and revenues to the railroad despite the softness in export coal. And in 2017 we will take over ownership and operation of the premier industrial park in the entire region, CAN DO's Humboldt Industrial Park. (See below.)

We accomplished all of this in large part to our loyal and hardworking employees. Full-time employment at

RBMN is up over 30% in the last four years. Rather than outsourcing work, we hire people. And we give them careers with good pay, great benefits and extra perks like the all-expense paid vacations the Muller's are gifting to all eligible employees this year.

As you can see I have done a lot of different jobs over my 35 year railroad career and I have worked with a lot of good people. Nonetheless, there is no doubt that the highlight of my career has been the honor of working with Andy, our management team, and the men and women of Reading & Northern.

They say time flies when you are having fun. For me time is moving at warp speed. And for now and the foreseeable future I plan on keeping on track.

# READING ANTHRACITE COMPANY

By Mike Sharadin, A.V.P. Coal

Reading Anthracite Company has a long, storied history that dates back nearly 150 years. Reading Anthracite evolved from the Philadelphia & Reading RR Co. which interestingly is also the origins of the Reading & Northern Railroad. My article will touch on a brief overview on the history of Reading Anthracite, an incredible tour to one of their mining sites and processing plants and some of the improvements they've recently undergone to keep them the largest coal shipper on the Reading & Northern.

## Reading Anthracite: A Rich History

Since it states right on RAC's website "Famous Reading Anthracite Since 1871", I figured that would be a good place to start. The origins of the Reading Anthracite Company dates back to 1871 when the Philadelphia & Reading Coal & Iron Company was formed. The P&R C&I Co. was started as a way for its parent company, the Philadelphia & Reading Railroad, to control the transportation of anthracite in the coal fields of eastern PA. Since it was illegal for railroads to own and operate mines the P&R C&I Co. was formed to handle mining aspect of the anthracite business for the railroad. By 1874, the P&R C&I Co. continued to grow and owned nearly 100,000 acres, roughly 1/3, of the Schuylkill coal fields.

Throughout the years, the P&R C&I Co had its ups and downs managing its mining operations while trying to utilize the P&R RR for transportation. In 1913 the US government brought suit against the P&R RR. The claim was that by owing both the railroad and the mining operations, they were creating a monopoly in the industry. Finally, in 1920, the US Supreme court ruled against the P&R RR. In 1923 under court order, the railroad transferred all its interest in the P&R C&I Co. to a new company, the Philadelphia & Reading Coal & Iron Corporation.

By the late 1920s the P&R C&I Corp. began taking steps towards improving their overall efficiency. At the time they had 30+ large size breakers in operation. The decision

was made to build two huge breakers that would receive material already cleaned and crushed from the existing satellite breakers. The two breakers were built in Locust Summit, PA and at Gilberton, PA. They were put in operation in 1930 and 1932 respectively. At the time both breakers went into operation they were both labeled the "largest breaker in the world". The St. Nicholas breaker in Gilberton had 20 miles of rail infrastructure to serve the massive facility. This is the same amount mileage that makes up the portion of our Main Line between Port Clinton and Tamaqua. It's hard to imagine that much track in place to serve one breaker. The breaker at Locust Summit was equally impressive and contained over 40 yard tracks to handle both inbound and outbound loads of coal. At their peak, both breakers were capable of processing over 12,000 tons of material per day.

Unfortunately the decline of the anthracite coal market forced Reading Anthracite to consolidate once again a quarter century later.

The Locust Summit breaker closed its doors in 1955. Then, in 1961, the Philadelphia & Reading Co. divested itself of its anthracite mining interest. Reading Anthracite, one of its main operating divisions was purchased by the Rich Family. As consumers began to switch to oil for heating and other forms of carbon in the steel industry, the need for anthracite was dropping. In order to be more efficient, Reading Anthracite, under new leadership, decided to build a new, modernized breaker near its mining operation outside Minersville, PA. So, in 1963, Reading closed its doors at their Old St. Nick facility in Gilberton, and started operation at their New St. Nick breaker located near Minersville. Even though this breaker was much smaller than the old behemoths it replaced, it was more modernized and efficient. New St. Nick could run material through the breaker, from start to finish in 5 minutes compared to 12 minutes at Old St. Nick breaker.

The anthracite market is always changing and Reading Anthracite has had to change as well in order to remain competitive. In 2003, 40 years after New St. Nick went into operation, Reading Anthracite decided to cease operation at their Minersville facility. All their processing would take place at their newly acquired processing plant located in Girardville, PA. This facility was built in 1996 when it was under the ownership of Girard Estates. For the next 8 years this is where the Reading & Northern would serve Reading Anthracite.

Again, in the ever changing world of anthracite, Reading decided to add another processing plant to their mix. Even though the facilities and track infrastructure would be new, the location was quite familiar. Towards the end on 2010, Reading Anthracite began the rebuilding process at the New St. Nick breaker. With the assistance of the Reading & Northern, track infrastructure was designed to efficiently load unit trains of 50+ cars in an 8-hour shift. Reading Anthracite now had two, modern facilities to handle the increasing demand in export and domestic coal.

In addition to the processing plants at Girardville and Minersville, Reading also processes coal at the WMPI site in Gilberton. Reading Anthracite also has well over a half dozen mining sites located throughout the anthracite region. In fact, I was lucky enough to get a tour to one of their mine sites and processing facilities, and it was an experience I won't soon forget.



A photo from the top of Reading Anthracite's Wadesville mining site.

## SUPPLIER OF THE YEAR

By Andrea Collier, VP Finance



As you can imagine with today's economic status, we are constantly comparing prices of the companies we do business with to ensure that we are making wise business choices and stay within our budget. Year after year, we have found that Union Petroleum Company, located in Luzerne, PA has not only provided us with stellar service but also maintained unbelievably competitive pricing. Union Petroleum has been our major locomotive diesel fuel supplier for the last five years and we couldn't be more satisfied. We like to refer to them as our diamond in the rough.

Pat Heffron is the owner of Union Petroleum Company. He has been working for his family business since he was fourteen and is now the proud owner of his family's 3rd generation business. Pat not only continues to grow the diesel fuel business but also has branched out into other business ventures such as convenient store gas stations, home heating/repairs and hauling fuel etc.

In his spare time Pat enjoys spending time with his family. He and his wife have two children: a daughter (5) and a son (7). He also enjoys coaching baseball, fishing, golfing and renovating his rental properties.

We asked for Pat for some advice for small business owners to which he said "it's not easy, the best thing I have learned is that you are going to eat, sleep, and drink it". Pat also stated "you need to have good quality employees that you can trust to get the job done". We couldn't agree more and the proof shows in his work.

The Reading and Northern would like to take this opportunity to thank Pat for his dedication in serving our Railroad. We are proud to introduce to you the Reading and Northern Railroad's first SUPPLIER OF THE YEAR! Congratulations to Union Petroleum Company—we will be presenting Pat and his family with a \$3,500.00 Boscov's Travel gift certificate.



## The 3-Hour Tour

In April of this year, Reading Anthracite offered Wayne Michel, Dan Gilchrist, Tyler Glass and I a personal tour through their New St. Nicholas breaker in Minersville, PA and also to their mining pit in Wadesville, PA. We were accompanied by Jeffery Gliem, RAC's Director of Operations, and Frank Derrick, RAC's General Manager. Our first stop was at the top of their mine site in Wadesville. This was my first glance into the world of mining so I can honestly say I was in awe. The haul trucks at the bottom of the pit looked like toy trucks. The current dimensions of the pit are 5,400 ft in length X 3,000 ft in width reaching a depth of 800ft. Jeff and Frank explained to us where the coal seam was located in the pit, and how they were working to extract the coal from the precious Mammoth vein.

The next part of our tour took us down to the bottom of the pit where the drag line was stationed. As we traveled down the winding dirt road we were passed by some of the haul truck that looked like Tonka toys from the rim of the pit. To put the size of the trucks in perspective, we were in a full-size Chevy Suburban, and the tires of the Ukes were higher than the roof of our vehicle! Stationed at the bottom of the pit was the dragline. This piece of equipment looks like a cross between a crane and a small house. It became evident that most mining equipment is very large. The dragline Reading uses in their Wadesville pit is a 7800 Marion electric dragline. It has a 220 ft. long boom with a 35 cubic yard bucket capable of digging at a depth of 141 ft. Frank explained how the dragline drops its bucket into the pit digging out material that had previously been broken loose by the use of explosives. The machine swings its bucket from the pit and deposits the material, a combination of coal, rock and wood, onto large piles that will eventually be loaded into Ukes and taken to NSN for cleaning and processing. As we were down in the pit, there were trucks at the rim dumping overburden back into a section of the pit that had already been mined. We toured the inside of the drag line and got to sit in the cockpit where the operator controls this massive piece of earth moving equipment. Very impressive!

The next stop on the tour was to the New St. Nick breaker to see how the raw coal from the Wadesville pit is processed. The New St. Nick facility has the capability of processing 150 tons of material per hour. The material is loaded onto a belt that runs the material into the processing plant. At this point the material entering the facility is approximately 60% coal and the remaining material is a mix of rock and wood that must be separated from the coal. The raw coal goes through various stages in the newly upgraded processing plant where it is cleaned and sorted by size. The modernized facility is completely automated and is monitored by an operator in the main control room. From here the operator oversees the entire process and tweaks the system as needed. Productivity is also monitored and tracked.

The day we were at the plant, the facility was producing sized coal from pea all the way down to No. 6, which is the size of sand granules. Each product is separated in the breaker and conveyed outside the plant onto separate stockpiles. Also, specific blends of different sizes can be produced and stockpiled as well. From there the freshly processed material is loaded into railcars or trucks destined for an end user.



Piles of processed coal stockpiled at Reading Anthracite's New St. Nick Breaker. Rio Tinto train being loaded in the background.



The red structure in the background is where the raw coal begins its journey through the New St. Nick breaker. Material is loaded at the top of the structure and the conveyor on the right feeds the breaker.



Reading Anthracite loading cars for Rio Tinto from their new pad location at New St. Nick.

## Continuous Improvements

Reading Anthracite has continued to make improvements at their facilities. As I mentioned earlier, Reading Anthracite reopened their New St. Nick facility back in 2011, and reconfigured the railroad tracks around it to improve the efficiency of loading unit trains. This past winter Reading Anthracite expanded their storage capacity at New St. Nick. Now processed material can be conveyed 315 ft, over the railroad tracks onto a new, paved pad capable of storing 40,000 tons of material. Also at New St. Nick, Reading is in the process of expanding and constructing a heavy media prep plant with the ability to produce 3" x 13/16" size product.

Reading Anthracite is also upgrading their facilities in Gilberton, PA. Over the past 6 months, Reading has been working on getting their dormant coal dryer up and running. At the same time the railroad has been rehabbing the tracks to the dryer in order to efficiently serve the loading facility. Also at Gilberton, Reading is expanding their ground storage as well. A newly paved pad was recently completed and is now set up to load unit train. Jeff Gliem recently indicated that the company has now quadrupled their storage capacity over the past few years.

Also new this year is Reading Anthracite's new, state of the art bagging facility located just outside Frackville, PA. This facility has the ability to load 17, 40lb bags per minute. And the robotic arm can palletize over 100 tons of material per day.



Coal flowing through the processing plant.





A loader operator stockpiling processed coal at Gilberton, PA.

### From Waste to Electricity & Black Diamonds to White Diamonds

The Rich Family not only owns Reading Anthracite but: also 20+ other companies spread throughout the region.

Gilberton Coal Company is another operation that's directly associated with the railroad. As mentioned earlier, this is site of their coal dryer and where covered hoppers will be loaded. The facility at Gilberton has been operation for over 70 years. It was founded by John B. Rich back in 1940. The company's main focus is to process and prep waste coal, or culm, for use in their cogeneration plant.

The material that's processed at Gilberton Coal is then taken by conveyor up the mountain to the Gilberton Power Company co-gen plant and burned to produce electricity. The basic concept is that low BTU, culm is burned at low temperatures and the converted steam turns a turbine which produces the electricity. Per Reading Anthracites website, the John B. Rich Memorial Power Station "generates over 590 million-kilowatt hours of electricity per year", which is "enough to power approximately 65,000 homes". Not only is electricity produced, but unsightly culm banks throughout the area are cleaned up to reclaim the waste coal.

Another fascinating company under the Rich Family umbrella is the Coal Creek Commerce Center located in St. Clair, PA. This location was once home to one of Reading Anthracite's former mine sites. For over 100 years this area in St. Clair was mined for its valuable black diamonds. Now, after going through the reclamation process, this site has been developed into a sprawling shopping district. This site is home to Wal-Mart, Home Depot, Verizon Wireless, my personal favorite Vito's Coal Fired Pizza, and Sophy Jewelers, which now sell a different type of diamond than the ones that were pulled from the ground decades ago.

The relationship between Reading Anthracite and the Reading & Northern has never been better. I think this can be directly attributed to the friendship between the two owners of the company. Brian Rich and Andy Muller seem to have similar personalities. Both are entrepreneurial minded, not afraid to make investments in their companies, and take risks when needed. Both men have multiple companies under their umbrellas and are proud of the fact that they employ hundreds of people throughout the region. Through Reading Anthracite's storied history, they've always been associated with the railroad. It's good to know that the Reading & Northern has such a dedicated partner to work with and strive to take the anthracite industry to a higher level year after year.

## Humbolt Industrial Park Update

By Wayne A. Michel, President

Last June we announced that CAN DO had entered into an agreement to sell us its Humboldt rail facilities in Hazleton, PA. Humboldt is the preeminent industrial park in the region with over 7 miles of track serving customers who receive/ship more than 4000 carloads a year.

When we announced the deal we noted that there would be no immediate change in rail service as Norfolk Southern Railroad would continue to operate the facilities pursuant to an operating lease it had with CAN DO that expired at the end of 2016. However, RBMN was taking over maintenance of the track immediately.

Subsequent to the announcement we visited the Humboldt customers and listened to their concerns about service and ideas for growing their business.

As a result of those discussions we approached NS with a proposal to accelerate the RBMN takeover of service. Recently NS informed us that they have decided NOT to proceed with an early RBMN take over.

Accordingly, RBMN's role at Humboldt will be limited to track maintenance until January 1, 2017. On that date RBMN will own the Humboldt rail facilities and we will be the common carrier providing service to all Humboldt customers.

Over the course of the last year we appreciate the tremendous support we have received from the Humboldt customers and CAN DO, especially Kevin O'Donnell. We also want to thank Congressman Barletta, the former Mayor of Hazleton, who has contacted NS more than once to express his support for our takeover of rail service.



## Passenger

By Laura Kennedy, Passenger Director

2013 is the ninth season of the Lehigh Gorge Scenic Railway and the twenty-eighth year of running passenger excursions.

The Lehigh Gorge Scenic Railway kicked off its regular season in Jim Thorpe on Memorial Day Weekend. We will be running at 11:00am, 1:00pm, and 3:00pm on weekends and holidays through December 23rd. This year, from Fourth of July Weekend through Labor Day weekend, we will be open on Thursdays, Fridays, Saturdays, and Sundays with trains departing the station at 11:00am, 1:00pm, 3:00pm, and 4:30pm.

Just like the last few years, we scheduled two Pennsylvania Dutch Treat Trains for June 15th and September 7th. These very popular rides leave Jim Thorpe at 4:30pm, go through to gorge to White Haven, and return to Jim Thorpe by 7pm. On board the train, passengers enjoy a snack of ring bologna, cheese, pickles, olives, pretzels, shoofly pie, and assorted beverages.

On June 29th, we are running our first-ever White Haven to Jim Thorpe excursion as a fund raiser for the White Haven Ambulance Association. This train will depart White Haven at 10:30am, and head to Jim Thorpe where people will have some time to take in the activities in Jim Thorpe before heading back to White Haven around 4pm.

We are planning to run another Duryea to Jim Thorpe excursion on September 15th. As in the past, this ride will be coordinated with the Pittston Memorial Library, the Greater Pittston YMCA, and Care and Concern Free Health Clinic as a fundraiser excursion for the three organizations. We will also continue the tradition of running mini trips for Schuylkill Haven Borough Day on September 28th.

During the month of October, the LGSR will run seven trips a day on Fridays, Saturdays, and Sundays in Jim Thorpe. These trips run every hour, on the hour with the first one at 10:00am and the last one departing the Jim Thorpe station at 4:00pm. We will also run two trains to the Hometown High Bridge from the Jim Thorpe Train Station on Saturdays and Sundays during October; these trains leave at 10:30am and 1:20pm.

As always, we will be running our annual Autumn Leaf Excursions from Port Clinton to Jim Thorpe in October. We are expecting No. 425 to return for a couple of the Fall excursions. Our Autumn Leaf Excursions will be on Saturday, October 5th (Diesel), Saturday, October 12th and Sunday, 13th (Steam), and Saturday, October 20th (Diesel).

For tickets or information about any of the above mentioned trips, please call the Lehigh Gorge Scenic Railway at 570-325-8485. Our schedule, prices, and information about our trains can also be found on our website at <http://www.lgsry.com>.





Front Row: Christopher Goetz; Justin Hughes; John Brown; Zach Simposon; Dave Krusnusi; Aaron Cassel; Brendle Stuffle; Josh Rodney; Mario DeMarco; Dale Homm; Larry Weller; Chris Nefos; Matt Minnich; Ben Cole; Duane Engle; Dave Kittner; Jason Witner; Ryan Ruprecht; Brad handling; Matt Miziloski; Alex Scubelek; Vince McGuigin; Shawn Slusser; John Walitis; Frank Sebelin; Duane Zimmerman. Top row: Dave Kamp; Wesley Westenhoefer; Justin Levan. Not pictured: Erik Yoder



# The Black Diamond



## An Extraordinary Thank You to an Extraordinary Team

*By Wesley Westenhoefer, Vice President – Maintenance of Way*

As we quickly approach the conclusion of the first half of the year, I felt it would be necessary to publish this memo to my team rather than the standard distribution of emailing and posting in our offices. The reason for this is to let the company and readers of our magazine know how well you each are doing in your job of maintaining the railroad.

If you look back and picture our railroad three years ago and compare it to today, it's pretty impressive how much our infrastructure has improved. Just in the last three years, we have eliminated roughly 80% of our jointed rail on the mainline, replaced over 65,000 ties,

re-decked multiple bridges, and created two fully functional transload facilities; one in our Cressona Yard and one in our Penobscott Yard. We built new switches, connected up new customers, and so on.

What is amazing is the amount of work we have accomplished over the course of the last 6 months. So far we have renewed or replaced five grade crossings, rebuilt over 900 feet of track at the Gilberton Coal facility to accommodate new outbound dried coal business, replaced 7,000 ties on our Lehigh Main with the help of a contractor, and surfaced roughly 30 miles of track with our Mark IV tamper and regulator. We are morphing into

a "real railroad" as our CEO says when talking about our growth.

The Maintenance of Way Department hit a new level of success by achieving a major milestone in our departments outstanding work efforts. A few months ago, the FRA brought their track geometry train onto three branchlines and a portion of our mainline between Reading and Port Clinton to test our gage, elevation and alignment. Successfully making it through these tests is measured by having as little defects found by this train as possible. Inevitably, it will find defects as it is able to measure the geometry of the track under a loaded train. You should all be proud that the results of these tests

were minimal and in fact, we even impressed the FRA personnel who were involved in the inspection and many of them do nothing but travel the country testing railroad track.

Lastly, you may not even know that the majority of our derailments each year occur between mid January and mid May. Some years we have more than others but I am proud to report that we experienced ZERO in 2013!

One of the best parts of my job is bragging about you guys. Keep up the good work, you guys are doing great. Thank you!



# Little Caboose's Corner



Ryan Saylor, grandson of Del Jean Saylor in our finance dept., participated in the 2013 Pennsylvania Special Olympics Summer Games held on June 6-8, 2013 at Penn State University, State College, PA. His team, The Berks Angels won Second Place (Silver) in Division One Softball.



Amy Miller (Passenger Dept. Car Host) and her husband, Bob, welcomed a son, Logan Joseph, into their family on Friday, April 12. He weighed 7 pounds, 8 ounces and measured 21.25 inches long. Since both parents are also photographers we hear their SD cards are full of photos already. Congratulations Amy and Bob!



Adyson Johnson, son of Matt Johnson, won first place at his baseball tournament.

**Moms & Dads, proud of your little ones?** Want to tell us something? WE WANT TO KNOW!

Submit information about your little ones (big or small) along with pictures, if you wish, to: [rnmagazine@readingnorthern.com](mailto:rnmagazine@readingnorthern.com)

## RBMN's Picnic at Knoebels Reminder

Mark your calendar for some hot summer fun!

**Saturday, July 20, 2013**

**Hope to see you all there!**

# Employee News



Our own Ronda Michel, wife of our President Wayne Michel, will be exhibiting her new works at two area galleries this Summer.

Her work will be on display at City Folk 146 N Prince St, Lancaster, PA through the end of July.

And in August she will have a one person show at Green Wolf's Village Barn, 4010 Skippack Pike, Skippack Pa in August. The exhibit will open on First Friday, August 2nd. She and Wayne will be there along with refreshments.

Ronda's work can be seen on her website at [www.rondalynmichel.com](http://www.rondalynmichel.com)



This is a photo of Team Seidel that participated in the Walk to Defeat ALS on Saturday, June 1, 2013 in honor of Jeff Seidel, RBMN's former, Asst. V.P. Operations Training & Motive Power. Jeff retired in spring 2011 after being diagnosed with ALS. Jeff's team walked along with approximately 2,500 other folks that day and raised \$245,000 in order to raise money to find a cure.





---

# Footprints

---

By Peggy Hentz,  
Red Creek Wildlife Center, Inc.

---

Each person leaves a mark on this earth. Some are lightly sketched and, like footprints in the sand, will fade quickly. Other imprints are profound and lasting, as if engraved in stone and can be seen for many generations. These are the marks that can change the world, or at least a part of it.

On May 7th, 2013 Red Creek's co-founder, Morrie Katz, passed from this earth following a two year battle with esophageal cancer. His marks, however, are still seen and heard by all who call or visit. Whether it is his calming voice on the answering machine instructing callers how to safely contain and transport an animal, or his narration of the on-line courses Red Creek offers to wildlife rehabilitators nationwide, he is still instructing and helping on a daily basis.

His presence is also felt during our education programs. Hannibal the turkey vulture spreads his wings to their full glory and lifts his head in pride, a display trained and gently encouraged by Morrie over many years. Children seeing this giant bird with the regal pose suddenly recognize its true beauty, instilling a desire to protect and preserve the creatures of this planet, even the ones once thought as unattractive.

Liberty the European starling sits in Red Creek's greeting area repeating phrases in a deep robotic voice. 'Hi, I'm a Starling. My name's Liberty, Welcome to Red Creek, Make a donation, I'm an invasive species, Feed me a fly.' The voice is Morrie's, who spent many weeks and hours working with Liberty. His repertoire entertains and delights and elicits the occasional donation. But his most important impact is on a child who is tearfully reluctant to surrender a foundling baby animal. Suddenly that child is enchanted and comforted to leave their precious creature at the special place where even the birds talk to you.



Because technology will fail and animals will grow old, these are the fleeting footprints that for a time bring a sad smile to those who dearly loved him. These fading footprints will also ease the way to the next era for Red Creek, an era filled with the more permanent engravings left behind.

Red Creek itself, its organization and missions, first began as a part-time animal rescue with no vision of the future except to help the next animal that came through the door. Morrie was the driving force to professionalize the rescue, and we worked together to develop and create Red Creek Wildlife Center, Inc. an organization that had the potential to grow into something lasting and valuable. That organization thrives today and reaches well beyond our original mission of rescuing wildlife. By training others to become wildlife rehabilitators, Red Creek is now helping countless numbers of wild animals that never grace our own doors.



And our hopes of carrying this work into the future are also being realized. Through the young people who work at Red Creek, young people who have made our mission their own and are preparing to take the reins in hand, Red Creek promises to continue long after Morrie's and my work is done. It is here that Morrie has left his most profound footprints -- in the hearts of those who will come after us, footsteps laid by example and by living a life of compassion, passion and commitment to the broken wild creatures that suffer today and tomorrow, and find their way to Red Creek.





# 1-5-10-15-20-25 YEAR ANNIVERSARIES ACKNOWLEDGED

## 20 Years



**Duane Engle**  
A.V.P. of Track  
Hire Date – July 3, 1993

## 10 Years



**Jonathan Barket**  
A.V.P. of Signals  
Hire Date – May 8, 2003



**Raymond Schwenk**  
Facilities Technician  
Hire Date – May 19, 2003



**Duane Zimmerman**  
Prentice Truck Operator  
Hire Date – June 16, 2003



**Ryan Parks**  
Sergeant  
Hire Date – June 23, 2003

## 5 Years



**Justin Hughes**  
Equipment Operator  
Hire Date – April 21, 2008



**Christopher Nefos**  
Track Worker  
Hire Date – April 21, 2008



**David Baldwin**  
L.G.S.R.  
Hire Date – April 24, 2008



**Joshua Laughlin**  
L.G.S.R.  
Hire Date – April 24, 2008



**William Solomon**  
L.G.S.R.  
Hire Date – April 24, 2008



**Joanne Evans**  
L.G.S.R.  
Hire Date – June 7, 2008



**Alex Maury**  
L.G.S.R.  
Hire Date – June 14, 2008

## 1 Year



**Joshua Rodney**  
Track Worker  
Hire Date – April 23, 2012



**David Hutton**  
Signal Maintainer  
Hire Date – May 14, 2012



**Larry Weller**  
Track Worker  
Hire Date – May 21, 2012



**Brian Barnes**  
L.G.S.R.  
Hire Date – May 26, 2012





## EMPLOYEE



# JOSHUA RODNEY

By Crystal Arndt, Human Resources

Before coming to work for the railroad, Josh Rodney was employed by Gryzboski's landscaping and lawn care for over two years. He was born and raised in West Scranton and is a 2006 graduate of West Scranton High School and the youngest of three children.

Josh recently purchased a house close to his parents' home in Scranton, PA and resides with two rescued dogs, a border collie; Hugo and a pit bull/boxer mix; Chopper.

In his spare time; Josh likes to fish, play baseball, work on classic cars and enjoys remodeling projects around the house. While working for the railroad, Josh would like to continue to expand his property maintenance business and feed his thirst for knowledge.

In closing; Josh would like to thank all of the Reading and Northern employees for their warm welcome. Congratulations to Josh Rodney on being our "Employee Spotlight"! As the "Spotlight Employee," Josh will receive a \$50.00 gift certificate to dine at a local restaurant.



Justin Levan

## CONGRATULATIONS!

We would like to recognize Justin Levan in his promotion to VP - Quality Control-MOW. Justin started as an equipment operator in 2004. He then was promoted in 2012 to AVP Cost Control for Maintenance of Way. Congratulations Justin!

# HAPPY BIRTHDAY!

JULY 4	DAVID KAMP	JULY 28	MICHAEL VOORHEES	AUG. 21	JASON TRAINOR
JULY 5	CHRISTOPHER NEFOS	JULY 30	ZACHARY SIMPSON	AUG. 23	FRANCES KARYCKI
JULY 8	ERNEST HENRITZY	JULY 31	SHAWN SLUSSER	AUG. 25	RYAN PARKS
JULY 8	KATHLEEN O'DONNELL	AUG. 1	MICHAEL BISCHAK	AUG. 29	KENNETH MILLER
JULY 9	ERIC QUIMBY	AUG. 1	MATTHEW MINNICH	AUG. 30	JOLENE BUSER
JULY 15	MICHAEL SHARADIN	AUG. 8	MICHAEL KALAGE	SEP. 3	NADINE BARNES
JULY 17	MATTHEW COLLINS	AUG. 8	MICHAEL KOLBE	SEP. 8	DIANE LEIBY
JULY 20	NATHAN MENGEL	AUG. 9	BRENT JACOB	SEP. 9	BRADLEY HANDLING
JULY 21	TAMMY DEBKOWSKI	AUG. 11	BEVERLY HESS	SEP. 11	THOMAS STEMKO
JULY 23	CHRISTOPHER BOST	AUG. 13	SHANE FREDERICKSON	SEP. 12	WAYNE MICHEL
JULY 24	DAVID HUTTON	AUG. 13	ANDREW MULLER JR.	SEP. 19	ERIC SLEKOVAC
JULY 25	DANIEL RAWLEIGH	AUG. 14	DUANE ENGLE		
JULY 25	KYLE SANDERS	AUG. 19	CHRIS GOETZ		



## Welcome Aboard...

By Crystal Arndt, Human Resources



**Alicia Berger** was recently hired as a Customer Service Representative and promoted to Office Manager at the Reading Jet Center. She previously worked for Oliver's Salon and Day Spa for seven years as an assistant and attended Parkland Area High School and Kutztown University.



**Jolene Buser** was recently hired as a Filing Clerk within our Real Estate Department. She previously worked for Penn State - Harrisburg; Library Archives as an Archival Assistant for two years and attended Weatherly Area High School and Pennsylvania State University.