

R&N MAGAZINE

Fall 2013 • Volume 15, Issue 4

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

Serving our customers, and the environment.

Environmental Issue



In This Issue

Keeping On Track.....	pg. 3
It's Not Just Our Engines That Are Green.....	pg. 4
Speeding Ahead: RBMN's Electric Car Initiative.....	pg. 5
Managing For Growth.....	pg. 6
Our Safety Program.....	pg. 7
Penny The Skunk.....	pg. 7
Brian O'Neal: Vice President of Transportation & Safety.....	pg. 8
Politician Train Trip.....	pg. 9
Procter & Gamble Goes Green.....	pg. 10 & 11
RBMN Kids.....	pg. 12
The Passenger Department.....	pg. 13
The 425.....	pg. 13
Gardening With Your Family.....	pg. 14
Car Wash Goes Green.....	pg. 15
Senior Vice President of Reading Jet Center Retires.....	pg. 16
Retiree Spotlight.....	pg. 17
RBMN Scholarship Awards.....	pg. 18
RBMN's Day At Knoebels Amusement Resort.....	pg. 19
Summer 2013.....	pg. 20 & 21
Red Creek Wildlife.....	pg. 22 & 23
Happy Birthday!.....	pg. 24
Employee Spotlight.....	pg. 24
Anniversaries.....	pg. 25
Wild Things I & II.....	pg. 26 & 27

Cover Photo From Left to Right: Larry Yoder with Nissan Leaf, Andrew Muller Jr. with Fisker Karma, and Tyler Glass with Chevy Volt. All cars purchased through the railroad electric car program. (See page 5)

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.

KEEPING ON TRACK

By Wayne A. Michel, President

On August 15th we took a number of elected officials from our region on a train trip through the Lehigh River Gorge. (see story on p. 9).

As I talked with these senators and representatives and their staffs, and received their thanks for a beautiful trip over a very well-maintained railroad, I could not help but think of a recent effort by certain state bureaucrats, supported by the owners and operators of county-owned railroads, to impose a litmus test on applicants for state rail grants.

These bureaucrats came up with the suggestion that railroads needed to be a Good Corporate Citizen in order to be recommended for State grants. Sounds reasonable, right? But here is the catch; a Good Corporate Citizen was being defined as a railroad that did not have disputes with PennDOT districts or the Public Utility Commission.

I must admit that as a former attorney for a regulatory agency, the idea of punishing companies which did not do as I say had a certain appeal.

But of course it only took a few minutes to recognize how offensive and counter-productive the idea was.

These grant monies were intended to further economic development. The idea of disqualifying applicants because they had chose to exercise their legal rights to disagree with PennDOT or PUC staff over whether a grade crossing or bridge over highway needed repair was absurd.

Not surprisingly the great majority of privately-owned and operated railroads found this approach wrong-headed and the Keystone Railroad Association has opened a dialogue with PennDOT on that basis.

But the idea of a Good Corporate Citizen standard got me thinking.

Is RBMN a GCC because we have created dozens of well-paying jobs in the region over the last few years? Railroad full-time employment is up 30 percent over the last three years. This at the same time as news reports indicate companies are going to part-time help and contractors. Instead we hire people and we pay them well. In fact every RBMN employee has gotten a pay raise over the last 15 months. We also provide great health care benefits and a profit sharing program which will be worth 4 to 5 percent additional pay over the course of the year. And other amazing benefits such as the all paid for vacations provided by the Muller family. I think the way we treat our employees makes us a Great Corporate Citizen.

Is RBMN a GCC because we put our customers first? Is it relevant that every one of our customers has a service design plan that guarantees them they will receive their inbound carloads within a two-hour window. A guarantee we have met 99% of the time over the last year. Partially as a result of this excellent service our non-coal traffic is up over ten percent this year; far more than the national average. And then there is the extra step we take on economic development to help customers pay the cost of connecting to the railroad or expanding their facilities. This doesn't even take into account the millions we have spent in buying coal cars and developing off-line export facilities. There is a reason we were named Regional Railroad of the year in 2011. And this was after we received the Shortline Marketing Award in 2010. I think the way we treat our customers makes us a Great Corporate Citizen.



Is RBMN a GCC because we take our obligations to the environment seriously? As this edition points out RBMN, thanks to the leadership and example of our Owner/CEO, Andy Muller, Jr., takes our environmental responsibilities seriously. But we don't just talk, we act. What company do you know that has encouraged its employees to buy electric cars by offering a \$5,000 rebate plus free charging for the first year of ownership? See article on p. 5. Andy also has long been a supporter of animal rights. He has long pushed to replace non-native vegetation along the railroad with native-grown species. And he has always pushed the company to pursue the least environmentally-damaging means of maintaining the railroad. I think the way we protect the environment makes us as a Great Corporate Citizen.

The truth is we do all of these things not to win awards or be eligible for State grants. We take care of our employees, our customers and the environment because that is the right way to do business.

And as long as we continue to do the right thing I know we will be keeping on track.

It's Not Just Our Engines That Are Green

By Tyler Glass, Executive VP Operations

We hear sometimes that railroads are “Green” or railroads are the “environmentally friendly choice”, but what does that mean? Kind of makes sense that 100 railcars being pulled by two people in a locomotive would be more efficient than one truck driver pulling one truck trailer at a time, but is this important? Consider this....That 100 car train can take well over 400 trucks off our state and local roadways. So what? Think about this... Railroads haul approximately 43 percent of our nations long distance freight while trucks handle the other 57%. If only 10% of the truck moves switched to rail, the national fuel savings would approach one billion gallons a year and green house gas emissions would fall by 11 million tons!

How about this...if a 25% shift of freight from trucks to rail occurred in urban areas of the USA by 2026...

1. Each commuter would save 41 hours a year
2. Each commuter would save \$985 in congestion costs
3. Each commuter would save 79 gallons of fuel
4. Air pollution would be reduced by 920,500 tons per year

This is not just about dollar savings or fuel efficiency....This is about lower road congestion, less traffic gridlock, higher quality of life, fewer traffic fatalities, reduced road construction costs, reduced green house gases, and a smaller carbon footprint!

The environmental advantage of the railroads versus other modes is staggering. Here are some additional statistics supplied by the Association of American Railroads (AAR):

- In 2012, railroads moved one ton of freight an average of 476 miles per one gallon of fuel.
- According to a recent independent study produced for the Federal Railroad Administration, railroads on average are four times more fuel efficient than trucks.
- Railroad fuel efficiency is up 99 percent since 1980.
- Because greenhouse gas emissions are directly related to fuel consumption, railroads have a lower carbon footprint. In fact, moving freight by rail instead of truck reduces greenhouse gas emissions by 75 percent, on average.
- A single freight train can take the load of several hundred trucks off our overcrowded highways. Moving freight by rail also reduces the pressure to build costly new roads and helps cut the cost of maintaining the roads we already have.

As for the Reading and Northern Railroad specifically, we have taken several steps to improve our own environmental advantages.

- We have equipped all of our locomotives with a heating system that allows them to be shut down in the winter so they do not have to be left idling to keep the diesel engine warm. Our shop forces were able to do an in house retrofit that has worked successfully for many years.
- We educate our locomotive engineers on best train handling practices for efficient locomotive operation.

- Better rail maintenance also reduces the drag on rolling rail equipment thus requiring less force to move the train. To accomplish this we have added several new rail greasers that apply environmentally friendly soy grease to the locomotive and car wheels to reduce the friction between the wheels and the rail. On our higher density lines we brought in a contractor to profile the rail head which enhances the ride of the wheels on top of the rail which in turn also reduces the drag.

The railroad industry is constantly looking at new ways to minimize diesel fuel consumption and improve environmental friendliness by building more efficient locomotives, retro fitting older locomotives with better technologies or recycling older locomotives by equipping them with more fuel-efficient, cleaner-burning engines. Railroads are also researching alternative fuels such as natural gas as either a standalone fuel or as an additive to the diesel locomotive fuel system. Reading and Northern is watching this alternative fuels technology closely as we would enjoy the opportunity employ the cleanest possibly technologies to further reduce our carbon footprint. Currently these alternative fuel systems are cost prohibitive or require some more research and development time to perfect the technology, but this appears to be only a few more years away before we start to see these alternatives on the market.

So while we try hard to give our customers an economic advantage by using rail, it is more than just about helping our customers and getting new business for ourselves. The more traffic we can keep off the highways the better off everybody is because the railroads are a better choice for the environment, and that is better for everybody.

Speeding Ahead : RBMN's Electric Car Initiative

By Jolene Busher, Real Estate Assistant

Since the Reading & Northern announced its electric car rebate offer in the Spring 2013 issue of the R&N Magazine, a few of our employees have helped us move forward in our going green initiative! Larry Yoder's Nissan LEAF and Tyler Glass's Chevy Volt now join Andy Muller, Jr.'s Fisker Karma to form a line of environmentally conscientious electric cars.

From solar powered signals to hosting wild life sanctuaries, the Reading & Northern has played an active role in reducing its carbon footprint and preserving the environment for future generations. Our latest initiative has been focused on encouraging employees to make more environmentally friendly lifestyle choices. Through the year 2013, the Reading & Northern is offering a \$5,000 rebate to employees who purchase

a new electric car. Additionally, Reading & Northern is offering free electric car charging for the first year of ownership at our charging station at Reading & Northern headquarters in Port Clinton, Pennsylvania.

The electric car convoy assembled at the Reading & Northern has really made quite the impression on their drivers! Larry Yoder says that his Nissan LEAF "really goes!" and that it has "a unique performance." Larry can get 4.1 kilowatt hours per mile on his LEAF if he keeps his right foot on the pedal, and he exclaimed that "it just goes in a way gas cars don't!" Tyler Glass has had a similarly unique experience with his hybrid Chevy Volt, "driving my electric car has been a pleasant experience and believe it or not it takes some time get used to how quiet they are. Also just like a cell phone

you have to remember to plug it in each night!" Finally, Andy Muller, Jr. is also impressed with his Fisker Karma's hybrid performance, "I drive this car virtually every day, charge it at home, charge it at work, and with a 9 ½ gallon tank, I've only had to fill it at the gas station twice so far this year!"

Your trusted automotive companies are embracing the zero emissions movement by offering new electric models. Exciting choices include the Nissan LEAF, the Chevrolet Volt, the Honda Fit EV, and the Ford Focus Electric. The Reading & Northern encourages its employees to consider an electric vehicle when shopping for their next vehicle! And with our \$5,000 rebate, a year of free charging, and a variety of manufacturer choices, how can you resist?



RBMN's first electric vehicle.

Managing for Growth

By Wayne Michel, President

Recently, the Reading and Northern Railroad announced a number of management changes. We made these changes now so that the railroad is positioned for the growth that we will be enjoying over the next few years.

Currently Reading & Northern is enjoying our most successful year ever. Year to date our traffic and revenues are up ten percent. And we have accomplished this despite a very soft market for export coal.

Much of our growth this year has been due to a resurgence of the frac sand business moving into the Marcellus Shale and our efforts to expand our trans load business. Both of these market segments will grow in the years to come. With this growth and the expected resurgence in the export coal business, there will be increased demand for our services. Moreover, in approximately three years Reading & Northern will take over ownership and operation of CAN DO's Humboldt Industrial Park. Humboldt is the most successful industrial park in the region. When we takeover service we will immediately acquire over a dozen new customers that rely on rail to deliver thousands of rail cars annually.

In order to ensure that we are prepared for this growth and are positioned to continue offering our excellent customer service, we have made significant changes in our Operating Department.

Tyler Glass was promoted to Executive Vice President Operations. Tyler will be responsible for all aspects of our train operations including Transportation, Safety, Passenger and Signal departments.

To assist Tyler we conducted a nationwide search for an experienced Vice President Transportation & Safety. We found our man in Brian O'Neal, who brings

significant Norfolk Southern operations experience as well as shortline and commuter rail experience. Brian joined us in late August. (See related article on p.8). Once Brian learns our railroad he will have primary responsibility for our day to day operations and our Safety program. Brian will report to Tyler. Also reporting to Tyler is our AVP – Field Operations Jason Trainor, who will continue to handle training and development of our engineers as well as the critical task of managing our service schedule.

On the commercial side we promoted Dan Gilchrist to Executive Vice President Marketing & Sales. This move reflects the fact that Dan plays the central role on all commercial matters. He is our primary contact with NS and he is involved in all customer service and business development decisions. Dennis Shaffer, John Hamm, Daren Geschwindt and Mike Sharadin will continue to report directly to me.

Finally, we have made some changes in our Maintenance of Way department. Justin Levan is now our Vice President Maintenance of Way. Aided by Assistant

Vice Presidents Duane Engle and John Walaitis, Track Supervisors Vince McGuigan and Ben Cole and newly promoted AVP Erik Yoder, Justin will manage the day to day affairs of the department. As a result Wes Westenhofer has been freed up to handle the special construction projects and quality control. Now that we have spent millions of dollars improving much of our infrastructure, it is especially critical that we have someone focused on the many details involved in keeping our railroad in excellent condition. As our Vice President Maintenance of Way Quality Control Wes will be well-positioned to make sure we keep our railroad safe and efficient. Both Wes and Justin report to our Executive Vice President, Special Projects Therman Madeira who reports directly to our CEO/Owner Andy Muller, Jr.

I am confident that this Management Team, along with our other Vice Presidents Steve Balthaser, VP Facilities Management, Tina Muller-Levan, VP Administration and Asset Management and Andrea Collier VP Finance, will ensure our continued growth and success.

RBMN 2013 Holiday Party

By Beverly Hess, Director of Employee Relations



Have you felt a chill in the air, are the leaves starting to change their colors, are you making a list and checking it twice? If the answer is yes to any of these questions, then it's time to note an upcoming date.

Yes, it's time to keep Saturday, December 14, 2013 open so you can plan on coming to our annual employee Holiday Party at the Holiday Inn, just off I-78 in Fogelsville.

An invitation will be coming to you sometime in October with all the details you'll need to know (date, times, address of Holiday Inn, etc.).

If you've never come before, you're missing good food, good music, good times and good company!

OUR SAFETY PROGRAM

By Tyler Glass, Executive VP Operations

Our safety program continues rolling along as we continue to make progress on our safety initiatives. This article will touch on a few of those highlights and will also discuss how we plan to take our safety program to the next level.

We continue to make progress with our track maintenance. Year after year we continue to reduce the amount of track related derailments. Twenty years ago we would have had multiple derailments in one day due to the poor condition of the railroad, and now they are an occasional distraction. The MOW Department continues to improve the conditions of all of our tracks as well as our facilities. During a safety committee luncheon meeting, great feedback was received from nearly half of the MOW department regarding safety, efficiency, and equipment improvements on the railroad.

One initiative we implemented in the Operations Department is the Rule of the Week. We decided to take the old railroad “rule of the day” and give it a twist. The idea is that each operations employee must know what the current rule of the week is and how that rule applies to their job, and the employee must be prepared to discuss that rule with the dispatcher or their supervisor. We started with rules or special instructions we thought we needed special attention. This initiative has been well received by the crew and it has been successful in keeping our crew aware and assertive.

Another addition to our field operations is a formalized process for investigating incidents that damaged the railroad and/or equipment, or for incidents where an employee was injured on the job. Our goal is to be more consistent in investigating root causes of the incidents, as well as

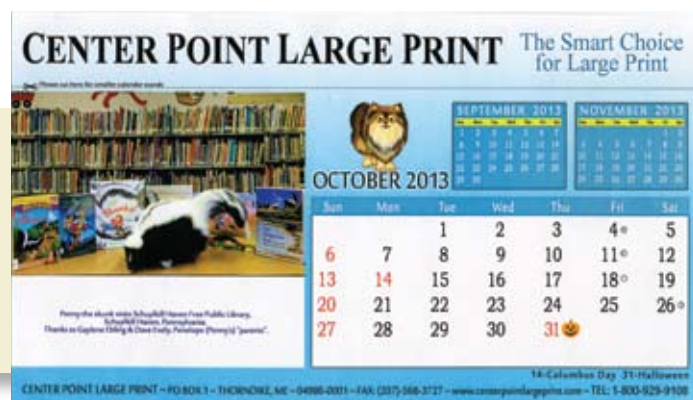
following necessary procedures to prevent incident reoccurrences. Jason Trainor, AVP Field Operations, is in charge of this process. As soon as an incident occurs, Jason promptly investigates by collecting data so the management team can use the information to understand what happened as well as to make improvements where needed.

A new step forward came in August when we hired Brian O’Neal as our VP Transportation and Safety, (see page 8). We are looking to merge the best safety practices of a Class 1 railroad with the shortline way of getting the job done. Brian will head the Safety Committee and will continue to raise the bar to make sure all of our team members have the safest possible environment to perform our duties and still have fun in the process.

Penny The Skunk

“Penny” the Skunk Selected as Miss October for National Library 2013 Calendar.

Dave Evely, one of our engine house mechanics, and his girlfriend Gaylene Ebling are the proud parents of one of our favorite furry company companions, Penelope “Penny” the skunk, who now has been honored with the title of Miss October in Center Point’s 2013 National Calendar. This National Calendar celebrates library pets across the country, and chosen to represent Pennsylvania from the Schuylkill Haven’s Public Library is our very own Penny! We are so proud of Penny for encouraging reading and celebrating libraries across the country!



Penny the Skunk graces Center Point’s 2013 National Calendar as “Miss October” at the Schuylkill Haven Public Library

Dave and Gaylene also wanted to update our Reading and Northern family on Penelope’s recent diagnosis with Intervertebral Disc Disease, a spinal cord condition that causes discs to protrude from the spine. In August Penelope was admitted to the Cornell

College of Veterinary Medicine where surgeons were able to partially repair her condition. Now, Penelope is back at home with her parents Dave and Gaylene who continue to care for and rehabilitate our favorite skunk!

Brian O'Neal :

Vice President of Transportation and Safety

by Jolene Busher, Real Estate Assistant

After a nationwide search, the Reading & Northern Railroad is pleased to introduce our new Vice President - Transportation and Safety, Brian O'Neal. Brian joins us with a solid background in railroad operations, and is ready to work on day to day operations, as well as to take the lead on all of our safety related issues. Brian will now take control of our Safety Committee, as well as handling our Rules Classes and FRA concerns.

Brian spent the first thirteen years of his railroading career at Norfolk Southern Railroad, working out of Cleveland, Ohio and Roanoke, Virginia. Brian started working at Norfolk Southern in 1999 as a conductor, and over the years worked other various jobs until he made his way through the ranks to become Terminal Superintendent. Moving farther out West, Brian left his position at Norfolk Southern to become the General Manager of Watco's Yellowstone Valley Railroad, a large shortline holding company, located in Sydney, Montana. Again moving back to the East Coast, Brian joined the Massachusetts Bay Commuter Railroad, one of the nation's largest commuter agencies, in Boston as their Superintendent of Terminal Operations. Brian's most recent move has been to join us at the Reading & Northern Railroad as our Vice President - Transportation and Safety, and Brian has expressed his desire to return to railroad freight operations, as well as to finally find a place to settle down.

In addition to his railroading resume, Brian earned exceptional executive training, holding both a Bachelor of Science in Accounting from Old Dominion University in Norfolk, Virginia, as well as a Master of Business



Administration with a concentration in Operations and Logistics from Ohio State University in Columbus, Ohio. We are confident that Brian's extensive work experience in railroad operations as well as his applications of his education make him well prepared to take over safety concerns at the Reading & Northern Railroad.

Brian hails from Charlottesville, Virginia, and after relocating across the country several times, is finally moving with his family from Ohio to Pennsylvania to join us at the Reading & Northern Railroad. Brian has already started work with us, and is now waiting for his wife Brandy

and three children, Jacob, 16, Sierra, 12, and Jackson, 9, to join him here. In his free time, Brian enjoys spending time with his family and at the gym, and coaching sports.

We are all very excited to have Brian aboard our crew, and we're looking forward to having him take the lead on all of our safety matters!

Politician Train Trip

By Wayne Michel, President



Andrew Muller Jr. (RBMN CEO); former Sen. Chip Brightbill, Rep Mike Carroll (D-Luzerne, Monroe); Wayne Michel (RBMN President); Sen. John Yudichak (D-Carbon, Luzerne, Monroe); Ali Hobbs (Rep Tobash office)

With the blast of a train whistle Reading & Northern's excursion train left Jim Thorpe and headed north to Pittston with a train full of dignitaries and their family and aides. The trip occurred on August 15th and fortune smiled on all as the weather was beautiful, a crisp and mild summer day.

At the request of Senator Pro Tempore Joe Scarnati and our local Senator Dave Argall, RBMN arranged a train trip for legislators, their families and aides. Over a dozen Senators and Representatives joined us along with their families and aides. We also were pleased that representatives from the offices of Senator Toomey and Congressman Charlie Dent joined us.

The premier cars in consist included our full length dome, one of our open air cars and Andy Muller's personal car which was built in 1890. Our guests had the run of the train and enjoyed morning snacks and a delicious lunch on board.

The feedback was so positive from the trip that we are thinking of making it a regular occurrence.



Rep Kurt Masser (R-Columbia, Montour, Northumberland) and family enjoying the ride.



Sen. Dave Argall (R-Berks, Carbon, Lehigh, Monroe, Northampton, Schuylkill) Rep. Mike Tobash (R-Berks, Schuylkill); Sen. Pat Browne (R-Lehigh, Monroe, Northampton)

Procter & Gamble Goes Green

By John Hamm

Going green, green products, green energy, green technologies, green jobs, green companies. Do any of these phrases sound familiar?



What if I had asked you in 1998 what it meant to “Go Green?” You may have pictured yourself on a ship with your head hanging out one of the portholes, but in all likelihood, not driving an eco-friendly Toyota.

Today if you were asked that very same question, I bet your answer would be quite different. Some might say it’s about conservation, others might argue we need to find ways to become more fuel-efficient, or that we need to do more to protect our natural resources.

Many of us have realized conserving energy is one of the best ways to save money and help the environment at the same time. Simple things, like paying your bills on-line or adjusting the thermostat all make a difference. We often hear about ways an individual can reduce their “carbon footprint,” but how often do we hear about the advances a company makes to improve their energy efficiencies? Since we have dedicated this particular issue to the environment, I thought we should take a look at our largest customer, Procter & Gamble and highlight the progress they have made recently.

Procter & Gamble’s Mehoopany plant sits on 1,100 acres in eastern Pennsylvania and has been in operation for almost 47 years. The plant has a whopping

90 acres under roof and is P&G’s largest manufacturing facility with approximately 2,300 employees. When you look at the sheer size of this facility, you would guess that it must consume a lot of energy - and you would be right. Mehoopany uses enough energy to power 40,000 homes and has been the largest electricity and natural gas customer for local utilities since it opened its doors in 1966. But in early 2013, things were about to change.

The Mehoopany plant sits in the heart of the shale country—Marcellus Shale. Marcellus Shale is a sedimentary rock beneath the ground and stretches from upstate New York south through Pennsylvania to West Virginia and parts of Ohio. Natural gas can sometimes be found in these formations.

In 2009, Citrus Energy was exploring for gas on P&G’s property. When Citrus drilled its first well, they realized there was a lot of natural gas to tap beneath the ground—a whole lot! These turned out to be among the largest natural gas deposits ever discovered.

In February 2013, the Mehoopany plant became 100% energy self-sufficient. Pampers, Luv’s, Charmin and Bounty are now manufactured completely “off the grid,” using Mehoopany’s own natural gas to power the plant. P&G also replaced diesel fuel with compressed natural gas for the plant’s fleet of trucks and forklifts. The conversion is estimated to have reduced annual carbon emissions by 850 tons – roughly equivalent to taking 150 cars off the road.



Aerial views of the Mehoopany plant, 1966(Left) and a current view (Right)



Mehoopany facility under construction in 1966

The plant also added the only fast-fill CNG station, which replaces more than 400,000 gallons of diesel fuel. The station is located at P&G's warehouse and presently serves as the energy source for 22 trucks that move product from the plant to the warehouse 5 miles away.



Becoming 100% energy self-sufficient

is a pretty big deal but there's another side of this story that's equally important, Mehoopany's long history of environmental conservation. Starting in the late 1980's Mehoopany was a leader in waste reduction, which eventually led to the closing of the plant's landfill in 1992. Today, 92% of the solid waste produced by the plant is recycled and used in the production of other products, with the remainder being used to produce power at a plant in Lancaster. Only 1% ends up in landfills!

But it doesn't stop there. Some of the most notable work are the steps they have taken to insure the water quality of the

Susquehanna River would not be harmed. During construction, special waste treatment facilities were incorporated into the plant design. P&G has also had independent surveys done both upstream and downstream, since 1965 to make sure the river would be in the same healthy condition as before the construction of the plant.



P&G's commitment to environmental conservation is evident from the results they achieve, but there was one particular example I came across that I feel is worth sharing.

The Mehoopany plant was originally to be built on the banks of the Susquehanna River in order to have close access to the water supply. But right before construction was to begin in 1965 a P&G manager insisted that the company build the plant away from the river, so that none of the buildings and equipment would spoil the beauty of the shoreline. The manager who made that decision eventually went on to become Procter & Gamble's 6th CEO in 1974.

I can't be sure how P&G would have responded to the "Go Green" question way back in 1965 or 1998 but I think we can all agree, as catch phrases go, Mehoopany has been "Going Green" for almost half a century and they show no signs of slowing down anytime soon.



RBMN Kids



Eliot Johnson, son of Matthew and Deanna Johnson, has picked peppers in his family's garden.



The newest member of the Slusser family, Mason James Slusser, was welcomed home on July 15.



From left or right: Reese, Colton, and Sierra, Grandchildren of Andrew Muller Jr., and children of Tina Muller-Levan, and Justin Levan, with their Great Grandmother, Frances Muller. They have caught a large trout at their Nebraska ranch.



Quinn Bonner, daughter of Katie and Tom Bonner, helping to bring in the recycling can.

The Passenger Department

By Laura Kennedy, Passenger Director

The Lehigh Gorge Scenic Railway is having a solid year so far. From Memorial Day weekend through Labor Day weekend, we ran trains Thursdays through Sundays. Once again this year, we added a 4:30pm train ride to accommodate more passengers and to take advantage of the extended daylight hours of the summer. The summer months were busy, and we had several record breaking weekends.

As in the past, September was a month filled with special trips. On Saturday, September 7th, we ran our second and final PA Dutch Treat Train for 2013. As usual, this popular ride sold out quickly.

Steam engine No. 425 is back in service after a two-and-a-half-year hiatus. We took 425, along with some other Reading & Northern equipment, up to Steamtown for Railfest, where we also had an informational booth. We believe it's safe to say that 425 was a big hit with all those in attendance. After leaving Steamtown, the 425 stopped in Jim Thorpe on Labor Day to pull the Lehigh Gorge Scenic Railway passenger trains for the first time in nearly three years.

We ran our annual Duryea to Jim Thorpe excursion on Sunday September 15th. As a special treat this year, No. 425 pulled this annual ride. This successful yearly excursion is a fund-raiser for three organizations in the Pittston area: Pittston Memorial Library, Greater Pittston YMCA, and Care and Concern Free Health Clinic.

As we have every year, we operated our one-hour mini trips for the Schuylkill Haven Borough Day on September 28th. This year, we used our steam engine to power these three one-hour train rides from Schuylkill Haven to the Kernsville Dam and back.

During October, we will be running 45-minute rides out of Jim Thorpe on Fridays, Saturdays, and Sundays, as well as Columbus Day, into the Lehigh Gorge State Park. These rides depart the train station every hour, on the hour, starting at 10:00am, and the last one is at 4:00pm.

As we have in for the past few years, the Lehigh Gorge Scenic Railway will run trains to the Hometown High Bridge on Saturdays and Sundays throughout October. These rides are approximately 2-hours long and will be departing the Jim Thorpe train station at 10:30am and 1:20pm. Tickets for all October trips out of Jim Thorpe will only be available on a first-come, first served basis in Jim Thorpe on the day of your chosen ride, so be sure to get to town early!

In addition to the busy train schedule in Jim Thorpe, the Lehigh Gorge Scenic Railway is running the always popular diesel engine-pulled Port Clinton to Jim Thorpe Autumn Leaf Excursions on October 5th and 20th. We will be running these same trips with No. 425 on October 12th and 13th. As they have in the past, these rides coincide with the Fall Foliage Festival in Jim Thorpe.

After the busy month of October is behind us, the Lehigh Gorge Scenic Railway will go back to three one-hour rides at 11:00am, 1:00pm, and 3:00pm on Saturdays and Sundays for the first few weeks in November before we wrap



Bill Frederickson poses with his sons, Shane and Chad, at Steamtown. From left to right: Shane Frederickson, Bill Frederickson, and Chad Frederickson.

up our passenger season with our annual Santa Claus Special trains. These trains begin on November 23rd (Black Friday), and will go every Saturday and Sunday, with the exception of December 7th, through December 23rd.

As always, the Passenger Department will begin planning for 2014 in the early months of the year. Keep an eye on our website (www.lgsry.com) around March for the 2014 train ride schedule.

“The 425 is up and running again. I can't thank Ryan Bausher and Bill Frederickson enough for all that they have done to make this possible. Taking care of a steam engine is a long and painstaking process. I know that some of us in Management pressured the guys from time to time to get the project done. Now that we are operational again, I just want everyone to know how much I appreciate what our team has done to keep the 425 in such great condition. It is a pleasure working with all of the team to keep our heritage alive.”

- Andy Muller

Gardening with your Family

By Erik Yoder, Assistant Vice President Maintenance of Way



Gardening. Two responses often come to mind. Pain with lots of work or enjoyment with a sense of accomplishment. My family has taken the second approach and, with some extra hard work in the design of the garden, has found it to be easier to be less painful taking care of the garden.

Here are a few tips to make your garden fun, easy to manage, and a joy to be in each day.

Involving your children in the planning and planting of your garden will help them to take ownership of the garden

and enjoy the many benefits of gardening. Our children look forward to gardening each year. They look forward to figuring out what types of plants we will grow and in turn what we eat. They also like to assist in planting the garden. It also turns into some fun family time as we all get dirty in the garden together.



Plant raised beds.

This has been a huge success for our garden. We have planted very high beds (about middle of the thigh high). This eliminates the back breaking bent over form that is most often associated with weeding in the garden. We have made the beds in a way to give the garden a bit of a maze feel. Each path is covered over with the grass clippings from our yard. When our beds are sufficiently mulched, the access is laid on the ground to prevent the walkways from overgrowth of weeds. We also will pull the weeds from the row of beds and lay on the walkways.

Beautify your garden.

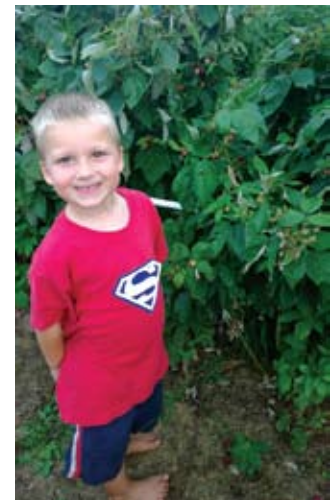
This one piece of advice is great. Who doesn't like to see pretty flowers? Planting a few in the garden in your beds just adds a nice touch to your garden. Also, there are benefits to some flowers. For example, the marigold planted right next to your asparagus patch will help to deter the beetle that likes to lay eggs on the asparagus tips. Again, a quick search on the internet will provide you with some helpful tips.

Companion planting.

Companion planting is finding plants that will work well together in the same area. In other words, they do not fight for the same nutrients in the ground. An example of this would be basil and tomatoes - both planted in the same bed and both growing extremely well next to each other. A quick search on the internet would give you a great start to companion planting.

Be Creative.

Ever hear of the pizza garden? Well, this would be an example of being creative. Make a circle and plant all the ingredients of a pizza within the circle. Tomatoes, garlic, basil, etc. will create the outline of the pizza with a border including the slices of the pizza. Plant the slices in a way when the plants grow they look like a slice of pizza.



Car Wash Goes Green

Washing your car can almost always forecast one thing – rain is on the way. An environmentally friendly Muhlenberg Township car wash has come up with a solution to this dilemma.

Temple Wash Works, which opened in January 2012, offers a 48-hour guarantee in the event of rain, or anything else that may cause your car to look less than clean, when you purchase the Extreme Clean wash. “You can get a free rewash within two full days of your car wash,” explained Daniel Runkel, general manager.

Owner Aaron Muller said he has learned that to run a successful business, it has to be distinguishable from other businesses so customers will want to come back. Temple Wash Works offers an environmentally friendly option to your typical car washing services. It recycles about 70% of the water used to wash vehicles, and all chemicals and soaps are biodegradable.

Customers who take their vehicles to the car wash also get a spearmint scented rag to wipe down the dash and interior. “It’s a totally unique [scent] and when someone smells mint, they think about getting their car washed,” off-site manager Joshua Youpa explained. “Some customers say the mint rag is their favorite part of the car wash experience.” And that’s the idea Temple Wash Works wants to create – a car wash experience.

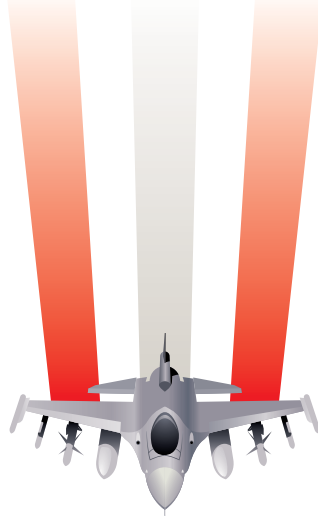


Senior Vice President of the Reading Jet Center Retires

by Therman Madeira, Executive V.P. Special Projects

Duane Heist always wanted to learn to fly. To that end, he started his aviation career right out of high school by joining the U.S. Air Force serving Nov. 1960-1966. As luck would have it, flight school wasn't an option at the time of his entering the service. He consequently was assigned as a jet aircraft mechanic, primarily working on B-47's- a long range, 6 jet engine, strategic bomber known as the Stratojet. Being a jet mechanic, Duane's intent on becoming a pilot was not to be deterred. He patiently kept waiting and when the opportunity to fly presented itself, he took it, learned to fly, and made his first solo flight in 1961. After completing his tour of duty in the Air Force in 1966, Duane continued seeking employment in the aviation field. His long and successful career included the following positions:

- Lancaster Aviation- mechanic and charter pilot
- International Signal and Control- Chief Pilot and Director of International Flight Operations for 17 years. Aircraft flown during this period were Lear Jets, Hawkers, Cheyennes, Rotor wing(Hughes 500, Jet Ranger, Long Ranger, and Sikorsky s-76).
- Air Transport International-Aircraft flown-DC 8, Hawkers and Lear Jets.
- Executive Jet Aviation-Aircraft flown- International Operations on Gulfstream II, III, IV.
- Air Net-Aircraft flown-Lear Jets.
- Duane Heist joined our staff in 2007 at Tower Aviation of Reading- (a fixed base operation later to become Reading Jet Center) as a contract pilot-- flying the company's Citation Jet on an as needed basis.



It wasn't long before Duane's managerial ability became evident to those around him and in January 2009 he was asked by owner, Andy Muller Jr., to take a full time, supervisory role as Senior Vice President Aircraft Services of Reading Jet Center, Reading Regional Airport. It was a tough time to accept this position. With two other FBO's on the airfield actively competing for the same business, a decline in air traffic due to a faltering economy, and large Reading based corporations with aircraft leaving the area, Duane's job was cut out

for him. Through it all, working with Andy Muller Jr., Duane's knowledge of aviation coupled with his mechanical ability, plus a no nonsense approach to business, guided Reading Jet Center through infancy to a profitable airport based business. From fueling airplanes, providing catering and shuttle service for transient flights, to aircraft maintenance, Duane and his team's dedication to impeccable customer service became THE focal point of Reading Jet Center's success.

With a logged 24,000+ hours of flight time under his belt, he holds a most impressive array of aviation ratings including: Air Transport Pilot, Airplane Single and Multi engine land; CE-500; G-1159; GIV; HS-125; LR-60; LR Jet; Commercial Privileges; Airplane Single Engine Sea; Rotorcraft—Helicopter; Instrument Helicopter.

Today, while still remaining somewhat active in aviation, gardening, furniture woodworking and other home projects that have eluded him in the past, are now foremost on his TO-DO agenda.

Duane's many contributions to our Company and it's growth are greatly appreciated and we take this opportunity to thank him for his service. From all of us at Reading Jet Center and the Reading and Northern Railroad, we sincerely wish him a full and happy retirement. Thank You Duane.

Retiree Spotlight

Jim Andorker

By Jolene Busher, Real Estate Assistant

After twenty-five years of service to the Reading & Northern Railroad, the passenger department is bidding farewell to one of their original crewmen, Jim Andorker. Hired in 1988 as a narrator, Jim was a part of the very beginnings of rail excursions with the Reading and Northern Railroad, and over the years he has been able to see the passenger department grow and expand into the Lehigh Gorge Scenic Railway. From the early excursions on the Reading and Northern Railroad in Hamburg, to the bustling station filled with passengers in Jim Thorpe and Fall Foliage excursions on the Reading & Northern Railroad, Jim has been a part of the tremendous success of the Reading & Northern's rail excursions over the past two decades.

On rail excursions and trips along the Lehigh Gorge Scenic Railway, Jim has entertained thousands of passengers as he narrated the history of the rails and the beauty of the Lehigh Gorge, and other scenic scenes along the lines of the Reading & Northern Railroad. Even in the early days of excursions on the Reading Blue Mountain Railroad, Jim worked in other capacities, always endeavoring to promote the success of the Reading & Northern and its passenger department. From Santa Claus Specials, to Fall Foliage Excursions, to other special rail excursions, Jim has played an important role in the passenger department by creating lasting memories for thousands of passengers over the last twenty-five years.

Del Saylor, who has also dedicated many years to the Reading & Northern Railroad, recalls Jim's sense of humor, and clear narration over the many years of rail excursions, expressing that Jim always "kept you informed the whole trip," and that both as a narrator and as a car host he "was the gentleman, he had a smile and a hello for everyone."

The Reading & Northern Railroad is incredibly thankful for Jim's many years of service and for his loyalty to its passenger department, and we all wish him a happy and healthy retirement!



"Passengers ride through the Lehigh Gorge on this excursion from October 2011. For twenty five years, Jim Andorker's narration helped bring the history and scenery of RBMN rail excursions to light."

RBMN Scholarship Awards

By Beverly Hess, Director of Employee Relations

This year we had two scholarship award winners.

Our first recipient is Beau Buechle of Johnstown, Nebraska. Beau is the son of Gene and Rhonda Buechle, who work at Moon Lake Ranch, the Muller family's home in Nebraska. Beau received a \$2,000 scholarship for his freshman year to attend Central Community College in Hastings, NE.

Beau sent this thank you note to the RBMN Collegiate Committee, "Thank you so much for selecting me for this scholarship. It is very much appreciated and will help me out so much for paying for college. Thanks again!" Beau Buechle.



Reading and Northern Railroad collegiate committee,
Thankyou so much for selecting me
for this scholarship. It is very much
appreciated and will help me out so much
for paying for college.
Thanks again!
Beau Buechle



Our second recipient is Lauren Gavinski, daughter of Vincent Gavinski, signal maintainer on RBMN and his wife, Roxanne. Lauren received a \$3,500 scholarship (\$2,000 base award plus \$1,500 for maintaining a 3.98 overall GPA). She will be a junior this coming semester at Susquehanna University, Selinsgrove, PA.

Lauren has been a previous award winner and she sent this thank you note: "I would like to extend my utmost gratitude to the Collegiate Fund Committee for the generous scholarship. My education means the world to me and I greatly appreciate your financial assistance. This award will be put to good use as I continue to pursue a degree for my passion of Early Childhood Education at Susquehanna University."

Congratulations to both of these well deserving scholarship award recipients and good luck to both in their pursuit of education!

RBMN'S Day At Knoebels Amusement Resort

By Beverly Hess, Director of Employee Relations



Katie and Tom Bonner's two daughters riding the miniature Ferris wheel.

This was our 13th anniversary at Knoebels Amusement Resort in Elysburg and it was our best attended picnic to date.

The day started out iffy, but the rain held off until around 5pm, which gave everyone plenty of opportunity to take in all the rides offered in the park.

One of the best parts of this employee company picnic was getting everyone together for the delicious meal served by Knoebels. This gathering always gives everyone the opportunity to socialize with all the other employees, including those employees who have retired.

The accommodating people at Knoebels even made a sign in front of the pavilion reserved for RBMN so the employees would easily be able to see where to register to get their meal and ride tickets. The staff at Knoebels is always very helpful in making our day a fun and relaxing time at the park.



Mario Demarco's son and Andrea Coller's nephew rode the roller coasters for the first time. They loved it!!!

Jordan, son of Crystal Arndt, said he is "Driving Miss Lazy"



Ben Cole, with wife Carlie and son Tristan, with Christina and Justin Levan, having a blast on the Twister!

Summer 2013



Replacing Prime Mover on Engine 3050 at Port Clinton



RBMN Signal Department installing new Cantilevers at the RT 309 road crossing in Tamaqua, PA



The Bridge Crew repairing abutments on river bridges on our mainline



The Maintenance of Way Department has constructed a new rail siding for Reading Anthracite at the Gilberton coal facility



Construction on Bridge in Tamaqua, PA

Red Creek Wildlife

by Peggy Hentz

News about Pennsylvania's Bald Eagles has been very promising this year. Once almost extirpated in the state, the number of Bald Eagle nests has been slowly climbing over the past thirty years. In 1983, only three nests remained in Pennsylvania. Thirty years later, there are now 266 confirmed nesting pairs in 56 counties state-wide.

Red Creek has seen evidence of this population growth in the number of eagle patients received. From the center's opening in 1991 through 2012, only two Bald Eagles came to us for care - both survived. Red Creek received three this year so far, one of which posed quite a challenge.

May 24th I received a call from Red Creek volunteer, Barb Jucker, about a large eagle nest at Sweet Arrow Lake in Pine Grove. Only ten miles from the center, I was familiar with this nest which

contained two young eaglets. The nest was located on atop a tall tree which had broken during a strong wind storm the previous night. The nest and the eaglets were on the ground at the base of the tree.

Accompanied by PA Game Commission Officer Kevin Clouser, Barb and I arrived at the nest site within an hour. I examined the baby eagles carefully while Barb and Kevin remained watchful for parents. One eaglet appeared unharmed, strong and active while the other was apparently injured. Leaving the healthy baby behind for the parent eagles to care for, we took the injured baby to Red Creek.

Further examination revealed that this baby suffered both a broken leg and a broken wing from the fall. We spent that Memorial Day weekend stabilizing the fractures and treating the bird for shock. By the following Tuesday the bird appeared much stronger.

The wing, only slightly injured, needed only a wrap for a short period of time. The leg,



however, needed surgical intervention. Over the next three weeks Dr. Len Donato, owner of Radnor Veterinary Hospital in Wayne PA, performed multiple surgeries on the bird's leg. Each treatment involved a three hour round trip to the hospital which the bird handled very well.

By mid-July the baby eagle had completely healed and began practicing wing flaps. The leg was strong, easily holding the bird's weight, and he was using both feet to secure his food. The eagle was banded and we planned for its release.

Releasing this bird was going to be tricky. Since the parents and remaining sibling (who was now fully flighted) were still at the nest site, we hoped we could return him to the care of his parents who were best suited to teach him necessary survival skills. He was getting stronger by the day and if we kept him until fully flighted, he could panic on release and fly too far away for his parents to find him.

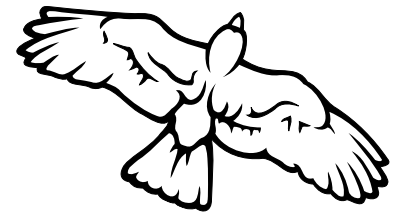
We decided to exercise and observe him daily until he could fly about thirty feet. That way he could easily get off the ground into a tree, but not fly away from the area. This would mimic the





One juvenile was wearing a silver band that identified it as our eagle. It was a happy family reunion and we were ecstatic that the parents had taken the baby eagle back under their wings of care. Both babies were seen flying and hunting with the parents over the remaining summer.

The first year of an eagle's life is precarious and many do not live to their first birthday. This eaglet had a rough beginning but since it was returned to a natural life quickly, it now has the same chance it had before the accident happened. Hopefully it will live many years flying free over the Pennsylvania skies.



fledgling behavior he would have gone through when leaving the nest. It was a bit risky since the bird could only hop-fly and we had no idea how long it would remain close to the ground. On the ground he was at risk of people finding him, interfering with the family's natural behavior. We also did not know if the parents would recognize him or accept him back - but we felt it was his best chance to learn, and to live a normal life.

The eagle was released secretly, without media or fanfare, at sunrise on July 21st. He flew gracefully to a fallen tree trunk about twenty feet off the ground. We had hoped for a spectacular reunion, that

the baby would immediately call out and the parents would respond but his eagle family was nowhere to be seen and our baby eagle sat motionless. Instead we left him sitting quietly in the tree hoping that nature would be kind and the parents would find him.

That evening Barb hiked into the release sight to check on the baby but couldn't find it. Each morning and evening she returned with the disturbing news that the bird had vanished.

Two days later brought a wonderful surprise -- Four bald eagles, two adults and two juveniles were perched together in a large tree that spread out over the lake.



HAPPY BIRTHDAY!

Oct 7: **Tina Muller-Levan**
Oct 8: **Dennis Shaffer**
Oct 9: **Dawn-Marie Bubuck**
Oct 10: **Philip Geschwindt**
Oct 10: **Nick Riccio**
Oct 10: **Josh Rodney**
Oct 13: **John Brown**
Oct 13: **Matthew Johnson**
Oct 14: **Chad Frederickson**
Oct 16: **Richard Bader**
Oct 18: **Jason Reading**
Oct 19: **Therman Madeira**
Oct 22: **Albert Seiler**
Oct 28: **Travis Prevost**
Oct 30: **John Hartman**
Oct 30: **Richard Markley**
Oct 30: **William Riegler**

Nov 5: **Jeffrey Knadler**
Nov 6: **Mario Carannante**
Nov 9: **Brian Barnes**
Nov 9: **Roger Meszaros**
Nov 10: **David Kittner**
Nov 10: **Erik Yoder**
Nov 15: **Chris Seligman**
Nov 18: **David Kroznuski**
Nov 20: **John Rizzo**
Nov 21: **Mike Evangelista**
Nov 21: **Matthew Stabinger**
Nov 23: **Ron Papiercavich**
Nov 24: **Del Jean Saylor**
Nov 25: **Carter Jones**
Nov 27: **David Baldwin**
Nov 30: **Frank Sebelin**

Dec 2: **Steven Werley**
Dec 3: **Vincent McGuigan**
Dec 5: **Justin Hughes**
Dec 11: **Larry Yoder**
Dec 12: **David Hafer**
Dec 12: **Susan Ludwig**
Dec 16: **Ryan Bausher**
Dec 17: **Calvin Gerhard**
Dec 17: **James Somers**
Dec 19: **Andrew Davis**
Dec 19: **Joshua Laughlin**
Dec 20: **Justin Levan**
Dec 22: **Stanford Saylor**
Dec 26: **Robert Harak**
Dec 29: **Yasha Siddiqi**
Dec 30: **Russell Scianna Jr**

Employee Spotlight **Raymond Schwenk**

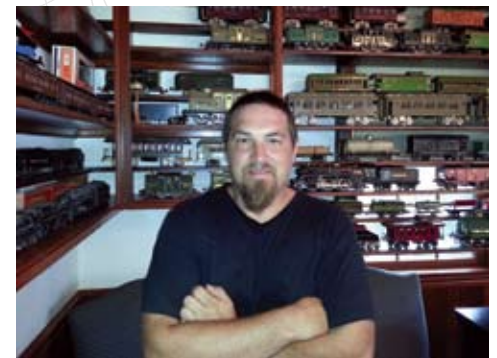
By Crystal Arndt

I am pleased to introduce this quarter's "Spotlight Employee"; Raymond Schwenk. Ray came to work for RBMN in May of 2003 as a groundskeeper within our Mechanical department and is a Facilities Technician as of February, 2013.

Ray was born and raised in Schuylkill County, Pennsylvania and graduated from Schuylkill Haven High School, also located in Schuylkill County, Pennsylvania. He also attended a trade

school where he graduated with a 4.0 and a degree in PC Networking/Internet Technician. Before coming to RBMN, Ray worked for Thermo Dynamics Boiler Company as a computer controlled plasma torch/punch operator.

Ray has two sons; Brendan, age 17 and Raymond, age 11. His family also includes two dogs; Bob, a French bulldog, Buddie, a Chihuahua, two cats; Constance Marie and Caesar Mozzarella,



and a lot of fish. In his spare time, Ray enjoys reading, fishing, taphophilia and spending time with his two sons.

(As the "Spotlight Employee," Ray will receive a \$50.00 gift certificate to dine at a local restaurant.)

5 & 1 Year Anniversaries Acknowledged

5 Years



Gordon Clark;
Line Service
Technician - RJC
Hire Date:
July 7th, 2008



Matthew Collins;
Signal Maintainer -
Signals
Hire Date:
July 7th, 2008



Christopher Peters;
Conductor /part-
time Dispatcher -
Operations
Hire Date:
July 7th, 2008



Nathan Mengel;
Conductor -
Operations
Hire Date:
July 21st, 2008



Kerry Kehler;
Conductor -
Operations
Hire Date:
Sept 2nd, 2008

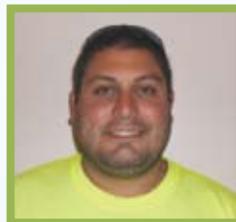


James Somers;
Welder - Car Shop
Hire Date:
Sept 23rd, 2008

1 Year



Dennis Shaffer;
VP of Business
Development -
Management
Hire Date:
July 20th, 2012



David Lapallo;
Conductor -
Operations
Hire Date:
Sept 11th, 2012



*Edward Kopeck,
III;* Signal
Maintainer - Signals
Hire Date:
Sept 17th, 2012

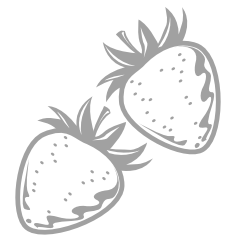


Aaron Snyder;
Conductor -
Operations
Hire Date:
Sept 11th, 2012



Tammy Debkowskj;
Bookkeeper - RJC
Hire Date:
August 13th, 2012

Wild Things : Part I



by: Elizabeth Neifert, AR Manager

Though I prefer dogs as pets over cats, I have to admit that at times I myself am a curious cat.

Tired of coming across red, strawberry-looking berries over these past summers, and of which taste nothing close to what I thought initially to be wild strawberries, I took to doing some research to see what these fake imposters really are.

Well, as it turns out, my taste buds and sense of smell have proved me right! These red berries that I've come across summers past are known as exactly what they should be: false, or mock strawberries. And since some fellow co-workers were duped into believing these berries were just 'tasteless' wild strawberries, I thought I'd share with you what I have learned, and set the record straight.

And while they share the same habitats, growing along trails and roadsides, embankments, and woodland edges, there are features that distinguish 'true,' wild strawberries from 'false,' or mock strawberries:



False Strawberry Flower. Yellow petals are the telltale sign of the mock strawberry plant.

Wild strawberries have white blooms while mock strawberries have yellow blooms.

Wild strawberries have a strong strawberry scent and flavor when crushed, while mock strawberries don't smell or taste like anything.



Wild Strawberry Fruit. Note the more-oblong appearance of the fruit, with the slightly darker-appearing seeds in its surface.

Wild strawberries (upon closer examination) look more like the customary strawberry (only much, much smaller!), while mock strawberries appear to have bulgy seeds on the surface and the inside is a whitish pulp.



False Strawberry Fruit. Note the more-round appearance of the fruit, with the bulbous nubs on its surface.

And while it is safe to eat either, believe me when I say the false strawberries really aren't worth the effort bending over to pick, as they totally lack flavor!

An interesting item on the true, wild strawberry: it is the ancestor to the cultivated kind we're all familiar with and commonplace in grocery stores. Since

the berries found at grocery stores are mostly water, wild strawberries are more nutritious and flavorful.

So, come next spring and summer, when you see the yellow and white blooms come, you'll for sure be able to distinguish the true, tasty wild strawberries from their 'mock' counterparts!



Wild Strawberry Flower. White petals distinguish this plant from its imposter, the 'mock' strawberry.

Wild Things : Part II



Keeping in line with my love of animals of the canine persuasion, I recently visited the Wolf Sanctuary of PA and wanted to share with you their existence and to suggest you visit there!

This sanctuary is located at 465 Speedwell Forge Road, Lititz, PA and is situated upon 20 acres of natural woodland.

It was founded by William Darlington and for over 30 years they've offered refuge to wolves, 'who have found themselves without a place in the natural world.'



Wolf pack at attention, looking to be fed.



Alpha male at rest, exhibiting a common posture for alphas: the crossed-paws.

During my visit there I got to not only see and hear wolves firsthand, I learned some interesting facts from our guide, Chuck:

- **The tale of Little Red Riding Hood is really based on myth, as wolves do not naturally seek to attack humans; rather, it is us who is their biggest predator, and they instinctively fear man.**
- **Wolves are extremely intelligent animals, and can range in size/weight from as little as 45 pounds to as large as +150 pounds.**
- **Wolves communicate various ways, amongst them through vocal means and body language.**
- **The wolves we see in Hollywood movies are not true wolves, rather most, if not all, are no more than 10% wolf.**

The above is just a sampling of the many things you will learn and experience at the Wolf Sanctuary of PA. For more information on tour times and how you may help their cause, you may do so by visiting their website at <http://wolfsanctuarypa.org/> or by phone at (717)626-4617.

Reading Blue Mountain &
Northern Railroad Company

PO Box 218

Port Clinton PA 19549



RBMN SD40-2 3058 rides the turntable at Steamtown National Historic Site on Sunday, September 1 as it prepares to leave. The 3058 was there along with other RBMN equipment for the Railfest. Downtown Scranton can be seen in the background.