

R & N Magazine

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COVER PHOTO

BRAD HANDLING AT THE OLD FORGE TRANSLOAD FACILITY OPERATING A CLAMP TRUCK TO UNLOAD THE FIRST CAR OF WOODPULP AT THE NEW OLD FORGE TRANSLOAD FACILITY. PHOTOGRAPH BY DAREN GESCHWINDT, AVP MERCHANDISE TRAFFIC.

EDITORS

JOLENE FAY • FRANCES KARYCKI

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KEEPING ON TRACK

BY: WAYNE MICHEL, PRESIDENT

I love to have a good laugh. Who doesn't, right?

Usually a good movie (or a really bad movie) will get me going. Maybe it will be a sitcom, or commercial or even a novel. Mostly hanging out with friends and family someone will say something and we will all start laughing.

But the laughs I remember the best are the unexpected ones; the laughs that sneak up on you coming out of nowhere. Oftentimes the person making you laugh had no such intention. They didn't even think what they said or wrote was amusing.

I had one of those moments recently when I read a so-called FACT sheet put out by our friends at the SEDA COG Joint Rail Authority. Apparently the JRA staff are besides themselves trying to explain why they should not allow their rail lines to be sold. Apparently they are getting frustrated trying to explain why the taxpayers in their eight-county territory should not have the right to receive \$80 million for the rail lines. Apparently they don't like the media asking why an authority that pays NOTHING to the taxpayers over the last twenty years will not give the taxpayers a chance to benefit from the sale of their asset.

And so out of desperation they mailed out this 7 page FACT sheet. And although it is mostly a collection of boring, self-serving and often inaccurate statements there was one gem that made me stop and laugh.

Right at the bottom of page one JRA notes that the "biggest achievement" of its operator, the North Shore Railroad, came back in 2004 when one of its railroads "was named 'Short Line of the Year' by Railway Age magazine, the nation's premier railroad trade publication., With over 500 short line railroads in the U.S. this is an extremely difficult award to receive."

When I read that line I cracked up. After all Reading & Northern has received this recognition from Railway Age



THE CONDUCTOR.

THREE TIMES, most recently in 2015. And yet somehow the JRA Board members decided that Reading & Northern should not be allowed to bid to be its operator. But that's not surprising since JRA knows we are committed to privatization and JRA knows that they would be out of a job if we succeed in our efforts.

The question, of course, is why is the JRA opposed to allowing the free market economy work? When you read the FACT sheet it becomes clear that JRA

believes government ownership results in a better product for customers and communities. And yet, the same magazine they site as the example of North Shore's greatest achievement has recognized us repeatedly over the last 15 years and we are not owned by the government.

In fact it is our entrepreneurial focus that allows for our success. When you read the two business development stories in this issue you will see how quickly an entrepreneurial, free-market business, can respond to opportunities.

When we found out that we were about to lose our woodpulp warehouse business we reacted promptly and as a team. Within 30 days of notice of loss of the business we had found a warehouse with empty space near an unused rail spur, made arrangements to lease the space, retrofitted the facility to meet the customer's strict standards, repaired the spur that had not been used for decades, acquired the needed clamp truck equipment and trained the clamp truck operators and all to be operational in 30 days. As Dennis Shaffer notes in his story on page 6 the customer is so pleased with our service that they are now using our facility to more products by truck to end users around the region.

The second story is equally compelling. From a random conversation with a coal producer who longed for a rail connection and was asking our help to connect with Norfolk Southern we were able to provide an alternate plan with a rail connection built in three weeks at a fraction of the cost. The switch and 400' of track ended up costing far less than what the NS charges to build the switch alone. And instead of taking months if not years of engineering reviews the work was done in less than a month, see page 5.

Continued on page 4.

Continued from page 3.

What both of these stories have in common is RBMN's laser-like focus on serving our customers, whether they are long-standing customers or new prospects. We move heaven and earth, in these cases literally, to get our prospects connected to the railroad in record time. And we follow that up with the best service in the industry as every customer receives our guaranteed two-hour service as well as our industry-low demurrage and switch costs.

There is a reason why we have repeatedly been honored by Railway Age. No one works harder to please its customers. And no one works harder to retain its employees.

Reading & Northern understands that without our men and women we cannot take care of our customers. Our employee retention rate is over 98 percent! Seldom does an employee leave RBMN for a different job. We even have a couple of employees who left us for family reasons only to return a couple of years later. We make sure our employees are well-paid, with excellent benefits and a reasonable work schedule that allows them the time to be with their friends and families every day.

Obviously I am very proud of our company and the men and women who make it up. That's why I take it personally when government bureaucrats who have never had to make a payroll sit in their taxpayer-

provided offices and dash off silly FACT sheets in a last ditch effort to save their jobs. The tide is turning and soon the taxpayers in Pennsylvania will demand the end to the cronyism that allows valuable assets to be used for the benefit of the few instead of returning millions of dollars for the benefit of all.

Reading & Northern is committed to the privatization fight. We are committed to continuing to provide superior service to our customers. We are committed to pursuing every avenue to bring new business to the railroad. And while we are keeping on track we will have fun, and even a few laughs. ♦

SAFETY

Don't Let the Team Down

BY: TOM COOK, VP SAFETY & TRANSPORTATION

I have investigated many injuries and human factor accidents in my thirty year career. Almost all of them resulted from the following states of mind:

- Complacency-employees become accustomed to doing things a certain way and become oblivious to the hazards that are ever present. The usual result is placing a body part in a red zone or sloppy technique.
- Rushing-exceeding the pace at which you normally perform a task. The result is usually a mistake, a missed step or a shortcut.
- Ambiguity-confusion or uncertainty about intentions and how a task should be executed. The usual result is poor workmanship, not using the right tools or failure of an individual or team to follow the proper sequence of job steps
- Fatigue- caused by overexertion, working past one's physical limits, failing to take a proper rest break or working in a bad ergonomic position.

We all want to avoid accidents and injuries. In order to be successful, we have to avoid these four things. This is a common safety message that you have probably heard many times.

I would like to relate this to football, something many of us enjoy this time of year. Football and railroading are both outdoor team sports.

Nothing can change the momentum of a game and demoralize a team

faster than giving up a big play. A big play often happens when there is an individual or team breakdown and someone gets "burned" when the opponent exploits the sloppy play.

If a punt return team is complacent, a fake punt might be called. If a safety is overcommitted to the run, he might get burned by a long pass. If the defense doesn't call timeout when they see a formation that they are not prepared for, the result is chaos and confusion. If a defense is tired, they can often expect a steady dose of downhill runs that will eventually set up a big play.

How can we avoid getting burned?

First we need a good game plan. Take time to do a proper job briefing to review the sequence of steps and identify the hazards associated with the task at hand. Then come up with a game plan to mitigate or avoid the hazards and execute your plan. If we concentrate on executing each task in sequence without putting ourselves in a position to get burned, we won't get burned.

We have to make sure our fundamentals are good. Are we asking for help when we need it? Are we using the proper tools? Are we making lifts or operating equipment in the proper ergonomic position. Do we concentrate on properly completing the task at hand before fixating on or moving to the next task?

Don't let yourself or your teammates become victims of sloppy play. If you see one of our teammates showing signs of complacency, rushing, ambiguity, or fatigue, please have the courage to call a time out and talk it over before we get burned. ♦



Coal Contractors begins to load on their new siding.



First four cars placed for loading.



First loaded cars ready to be pulled.



Fully loaded and ready to go!

COAL CONTRACTORS

BY: DAN GILCHRIST, EXECUTIVE VP MARKETING & SALES

When we decide to host one of our Customer Appreciation Train Trips our goal is to thank our customers for their business and make sure people can connect names and voices with faces. In this high-tech age of ours there is still nothing that beats the personal touch.

But at this year's Customer train trip on May 20, 2015 a simple hello turned into an opportunity to do a lot more business.

On the train we met Adam Wilson and Don Davidson with Coal Contractors. While we had some dealings with Coal Contractors over the years, they were not actually a rail served customer.

Coal Contractors has a mine and breaker in Hazleton alongside the Norfolk Southern tracks. Adam told us that he could be more competitive if he had direct rail access but he said that he knew it to be a very costly and time consuming effort to get a siding built on Norfolk Southern. Nonetheless Adam wanted to talk to us because he was aware of a project we are doing with his neighbor, Hazleton Shaft and Norfolk Southern to connect Hazleton Shaft to the NS line while providing for RBMN direct service. Adam asked if we could help him do the same thing by introducing him to NS.

While we said we could certainly introduce him to NS we also explained that since his

property was also adjacent to RBMN's C&H running track north of Ashmore Junction we could provide him with a faster and cheaper switch installation. And since 100 percent of RBMN business moves over NS he would have the best of both worlds. He would get RBMN service, car supply, a quickly built siding at a low cost and the advantage of the entire NS route network. In fact Wayne Michel challenged Adam that if we could connect to him directly, and Adam would pay up front, we could build the necessary rail siding and be operational in three weeks.

That was all Adam needed to hear and the challenge was on.

Travel schedules prevented an onsite meeting until May 27 where we were able to confirm access off the C&H was feasible and a basic siding design was agreed to.

Andy Muller followed up with another meeting May 29 and the design was tweaked a bit more before Wayne Michel offered the official RBMN proposal on June 1, 2015 to construct the agreed upon rail siding and switch to be completed within three weeks of receiving full payment.

Adam accepted the proposal and got RBMN full payment on June 8, 2015. Meanwhile Coal Contractors got started on clearing and grubbing the brush on their property and

RBMN got started on site prep for the new switch and siding. Construction got started in earnest on June 12, 2015 and we also got started on establishing a new station name, sidetrack agreement, establishing credit, and all the things you have to do to establish a new customer on the railroad.

RBMN placed the first car on the siding by June 30, 2015 to test the layout and RBMN declared the siding to be serviceable within three weeks of being paid. Things looked so good all agreed another 100' of track would be beneficial to the project so RBMN continued construction on additional track in exchange for another payment from Coal Contractors. The new expanded siding was completed and deemed to be in service on July 8, 2015 just seven weeks after first meeting Adam Wilson of Coal Contractors.

RBMN is known for being able to move fast but we rarely see a customer able to move as fast as Coal Contractors did on this project. We are thrilled to have them on line as an active rail shipper and the first cars were shipped the week of August 3 after Coal Contractors completed a hopper and conveyor system.

The attached photos show our first rail cars being loaded on the new siding at Coal Contractors, who are now the newest customer on the RBMN! ♦

OLD FORGE WAREHOUSE

BY: DENNIS SHAFFER, VP BUSINESS DEVELOPMENT

The Reading and Northern is now in the warehouse business. This is a story of how our team came together to accomplish what others might have viewed as impossible.

In early April of this year a valued customer notified us they needed to find a warehouse to store their wood pulp because the warehouse they were utilizing on our railroad no longer had space to handle their material AND they told us they needed to have the new warehouse space available within a month. An additional hurdle was we needed to have a storage facility where the material could be loaded in boxcars and delivered to the P&G plant in Mehoopany the next day.

We immediately went to work to find another warehouse, but none were available that met the customer's specifications. This might have been the end of it – there was nothing available and we would have lost the business to truck.

However, we remembered a long unused siding into a partially vacant industrial plant in Old Forge on our Scranton Branch. The 1100 foot siding into the building had not been used in decades. It was overgrown with brush and trees, and part of the track was covered in several feet of dirt. The interior of the building was not suitable for handling our customer's wood pulp. A long shot, but we could see the potential.

We immediately went to work to locate the owner of the building and entered into negotiations to lease the needed space. At the same time John Hamm and Dan Gilchrist worked with P&G and Norfolk Southern to get them to support our efforts so we could convince the customer to give us a chance to do the seemingly impossible. To close the deal Wayne Michel guaranteed the customer we would have the building ready to receive material and up to their standards within four weeks.

Once we had agreement with both the warehouse owner and the customer we put together an intense action plan to upgrade and repair the building to make it suitable for our customer's product, to unearth and completely rebuild the 1100 foot siding, and to acquire the necessary equipment to handle wood pulp.

Within four weeks our Maintenance of Way forces aided by our contractor friend Al Roman removed several feet of dirt that covered the unused track, cut twenty years of brush and tree growth, installed almost 200 crossties, surfaced the track, repaired the mainline switch, and replaced several broken rails. In the warehouse our Facilities Management team led by Steve Balthaser completely cleaned the ceiling, walls and floor, revamped the electrical system, rebuilt a door, repaired downspouts and gutters, repaired holes in the walls and ceiling, and removed unneeded fixtures. We also discovered the rail door into the building did not have sufficient height clearance to handle today's modern hi cube boxcars, so we needed to rebuild the doorway and purchase a new, larger overhead door. We acquired two forklift clamp trucks, and trained our people on the proper procedures to handle wood pulp. To make sure we had the boxcars to handle the additional business Andy Muller, Jr. authorized the purchase of twenty additional boxcars that were then overhauled by our car shop staff and contractors.

Increasingly confident that we would be able to handle the business on schedule we began serious negotiations of a formal storage and handling agreement with our customer.

Working together as a team, and with the support of Andy Muller Jr., we were able to pull this together in time to meet our customer's deadline. We were able to prevent the loss of valuable business and provide a new, value



There is a track here – its buried under several feet of dirt.



Electrical Systems being inspected and repaired.



New ties installed.

added service to our customer.

Railcars began to move into the Old Forge warehouse from pulp mills in Canada and the United States. We established an inventory control system so woodpulp in each railcar is identified as to arrival date, product type, and location in the warehouse. When the customer notifies us, the material will be re-loaded into our new boxcars for next day delivery to P&G at Mehoopany. Some material will also move out by truck to manufacturing plants that do not have rail service. In the first five weeks of operation we handled over sixty carloads of business.

As with our other transload terminals in Cressona and Penobscot, the Old Forge facility will be controlled, managed, and staffed by Reading and Northern employees.

This is another example of how a privately owned, entrepreneurial company moved quickly to meet a challenge and turn it into an opportunity. When presented with a challenge and an opportunity Andy Muller, entrepreneur that he is, immediately authorized the necessary expenditures to make this happen, even before we had a firm agreement with our customer. Congratulations to everyone who helped make this another Reading and Northern business development success. ♦



Filling holes in the warehouse wall.



"Before" photos of track leading into the warehouse covered with dirt.



Track crew has removed dirt covering the track inside the warehouse in preparation to replace ties and ballast.



Dirt has been removed from the track and repairs started.



Jim Somers repairing interior support columns.



Rebuilt track and new rail car door providing increased clearance for modern hi roof boxcars.



Two clamp trucks acquired to handle woodpulp.



Cars spotted for unloading.



Brad Handling, Michael Voorhees and Travis Prevost pose with the first cars spotted in the warehouse.



Neatly stacked wood pulp.

RBMN TRAIN CREWS GET HI-TECH

BY: DAREN GESCHWINDT, AVP MERCHANDISE TRAFFIC

You might recall reading an article earlier this year about the Reading and Northern Railroad switching software providers for our traffic database functions. One of the factors that led to that decision, was the ability to integrate electronic tablets with our train crews.

The use of electronic tablets has many benefits. The real time communication between customers, the railroad office, and the crews improves the overall efficiency of the operation. When a customer releases a car to be picked up, that information is automatically fed to the tablet, giving the crew the most up to date information. When the crew arrives at a customer, they just look at the customer's track and see all cars that are released and ready for pick up, including those that might have only been released a few minutes prior to the crews arrival. By automatically feeding this information to the tablet, it eliminates the need for the crew to call in to the dispatcher to check which cars are ready for pick up. This eliminates unnecessary radio chatter, and any potential delays to the crew while waiting for an answer. The benefits of real time communication go the other way as well. When a crew places cars at a customers siding, the system is updated, and the customer receives an email informing them that their cars have arrived. This real time notification allows the customers to start unloading cars as soon as they arrive at their facility.

We began planning the tablet implementation during the early part of 2015. A team consisting of Operations, IT, and Traffic Department personnel met periodically with the purpose of determining the appropriate tablet hardware, the crew training process, and which crews to train first.

We started by providing some basic training in the annual Rules Classes that were held in February and March. This training was just to give the crews an overview of what was to come, and give them the opportunity to ask questions. By May we had decided on the hardware and started the process to purchase the tablets. A booklet with screen shots and step-by-step instructions was issued to all conductors in early May, in advance of the actual tablet training. By having the training material in advance, it provided them the opportunity to look over the material and familiarize themselves with the steps prior to the start of the hands on training.

When the first tablets arrived, Susan Ludwig began using the tablet in the office to mirror the work that the crews were performing in the field. This enabled the Traffic Department staff to use the tablets just like a conductor would to place cars in the system, and trouble-shoot any bugs that might arise, prior to sending the tablets out into the field.

By June we were ready to begin issuing tablets to crews. The first crew to receive a tablet was the QAMC (Tamaqua to Mount Carmel) crew. This crew was hand selected by Tom Cook, VP-Operations, because this crew is staffed by some of our most senior crew members. Susan Ludwig rode with the crew for a full day to provide hands-on training on all aspects of the tablet, and the crew began using it from that point forward. This was followed up the next week with the PISB (Pittston to Scranton) crew on the Lehigh Division. Once we were comfortable that everything was working as intended we began rolling out the tablets to all crews. As of the writing of this article, all tablets are in place at all crew offices, and fifty percent of the conductors have been trained, and we plan to have all conductors trained on how to use the tablets be the time you are reading this.

Even though the crews have only been using the tablets for a few weeks, we are already hearing positive feedback from both crews and dispatchers. The conductors like being able to see the updated track information in real time, and find that it is easier to process their information through the tablet vs. hand writing all of their cars on a wheelage form and sending it in at the end of their shift. The dispatchers are also seeing the benefits be receiving data in real time, and seeing a time savings by no longer having to perform data entry functions during the evening and overnight hours.

I have been with the company for twenty years, and through the years our process for crew paperwork remained largely unchanged. In just a few weeks we have come a long way from the old hand written paperwork that the crews wrote up for so many years. This is the beginning of a new chapter at the Reading and Northern, and it is one that I expect to bring benefits in both communication and efficiency. ♦



Conductor Darrin Keip uses one of the new crew tablets to place cars while on the QAMC (Tamaqua-Mount Carmel) crew.



New conductor trainee, Dominic Deeble, learns the aspects of the train crew tablets as part of his new employee training.



Pictured are Keenan, 8, his mother Shanna Cook, and Tamaqua Borough Councilman Dan Evans.

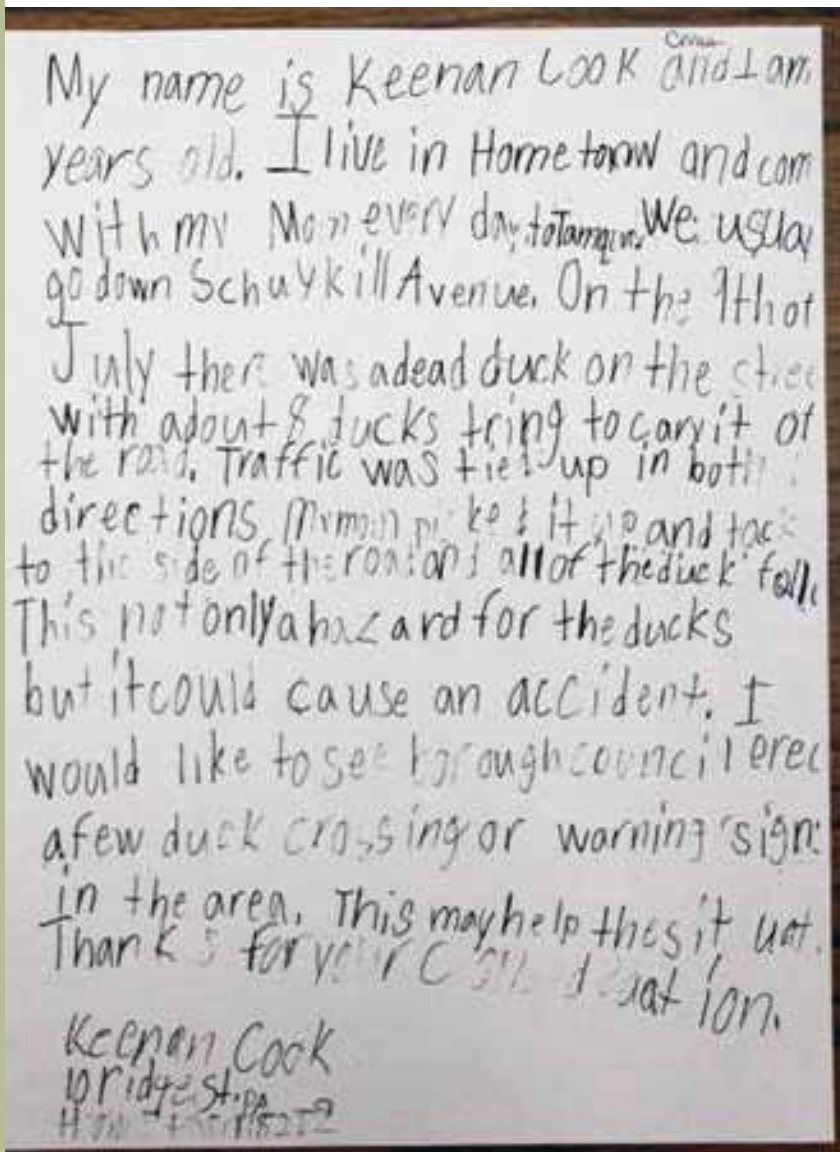
“Be the change you wish to see in the world.”

These powerful words spoken by Mahatma Gandhi are inspiring when you see them brought to life in the world. Keenan Cook, son of dispatcher Jim Cook, certainly knows the meaning of this quote.

Keenan saw a duck that was struck by a car lying in the middle of the Schuylkill Avenue by Hometown, Pennsylvania. Ducks surrounded the carcass and attempted to carry it off the road. Keenan immediately focused his concern on the living ducks as they too were in danger of being struck by a vehicle.

Keenan not only recognized this was an issue, but he then also came up with a solution. He then wrote his thoughts in a letter to the Borough Council. (Letter seen on the next page) Sure enough, Borough Council thought his solution to post duck crossing signs was a great idea to protect any future ducks that need to cross the road.

We are very proud to have Keenan as part of the Reading and Northern family. We wish Keenan all the best and thank him for his courage and creativity! ♦



The handwritten letter read (with minor editing): “My name is Keenan Cook and I am 8 years old. I live in Hometown and come with my mom every day to Tamaqua. We usually go down Schuylkill Avenue. On the 9th of July there was a dead duck on the street with about 8 ducks trying to carry it off the road. Traffic was tied up in both directions. My mom picked it up and took it to the side of the road and all of the ducks followed. This is not only a hazard for the ducks but it could cause an accident. I would like to see borough council erect a few duck crossing or warning signs in the area. This may help. Thanks for your consideration.”

After a brief discussion, Tamaqua Borough Council approved the request for two duck crossing/warning signs along Schuylkill Avenue contingent with Keenan's locations for the signs. The signs will be ordered and installed in the next few months. Keenan is the son of James and Shanna Cook of Hometown.



Kyle Sanders (Conductor, 5 yrs.) James Donley (Conductor trainee, hired 2015)
Mike Kohl (Engineer/conductor, 8 yrs.)



Thomas Cook (Vice President Transportation and Safety, hired 2015)
Tyler Glass (Executive Vice President –Operations, 24 yrs.)
Jason Trainor (Asst. Vice President – Field Operations, 9 yrs)



Left to right: Nate Bissey (dispatcher/conductor, 16 yrs.)
John Smolczynski Jr. (dispatcher/engineer/conductor, 9 yrs.)



Left to right. Mike Kolbe (engineer/conductor, 17 yrs.) Alvin Rineer (Conductor, 1 yr.)



Mike Voorhees (conductor, 5 yrs.)



Left to right. Dominic Deeble (conductor trainee, hired 2015) John Hartman (engineer/conductor, 17 yrs.)
Chris Bost (engineer/conductor, 29 yrs.)

THE TEAM

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS



Brent Jacob (conductor, 4 yrs.)



Aaron Sclosser (Dispatcher/conductor, 9 yrs.)



Left to right:
Chad Frederickson (engineer/conductor, 19 yrs.) Kerry Kehler (conductor, 7 yrs.)

So often our Operations team is mentioned in articles and occasionally we have photographs of them in the magazine. I thought perhaps it would be a good idea to write a brief article supported by many photographs to introduce you to the team.

The team, forty-six people in all, consists of conductors, dispatchers, engineers, and the managers. Many of the train crew personnel are qualified to work as a conductor or an engineer. We even have a few that are able to work as a conductor, engineer, or dispatcher giving us excellent flexibility to meet our needs.

Our team is on the move 24/7, 363 days a year. We handle all aspects of the scheduled service to the customers as well as any special train service needed by the coal producers, our Maintenance of Way department and any other special services our freight customers may need. We also provide some extra support for the excursion train service on the Lehigh Gorge Scenic Railway.

Most of our team did not have any railroad experience prior to joining our railroad. We have an extensive on the job training program that combines comprehensive classroom training and on the job training with our experienced team members.

We are constantly growing and evolving to ensure we continue to meet the needs of our current and future customers. As noted in the articles about the Old Forge transload and the new Coal Contractors siding, our business development efforts are booming. We have three additional siding construction projects booked this Fall, which will result in even more growth. On top of that we are in preparation for the eventual takeover of service to CAN DO's Humboldt Industrial Park in Hazleton. As a result we have already hired four new conductors in 2015!

I am thrilled with our team in place. We have a group of people that are extremely talented and take pride in their work. You would be surprised of what many of our trains crews know when they pay attention to the details of their surroundings. Some of the best information comes from simply asking the people that are out there every day doing their job, that are happy to discuss things in great detail.

I am also happy that many amongst us have had some great influence from previous generations of railroaders such as Charlie Kachel, Jeff Seidel and Mike Bednar just to name a few. Their great wisdom and lessons taught, sometimes the hard way, are woven deep into the fabric of our daily tasks. ♦

Images continued on page 14.



Tony Verbyla (Engineer/Conductor, 11 yrs.)



Left to right: Eugene Boyle (conductor, 4 yrs.)
Jeff Knadler (engineer/conductor, 8 yrs.)



Left to right: Ron Papiercavich (engineer/conductor, 15 years)
David Lapallo (conductor 3 yrs)



Andy Davis (Conductor, 15 yrs.)



Ryan Lamm (Engineer/conductor, 12 yrs.)



Left to right: Erik Slekovac (conductor/dispatcher, 5 yrs.)
Nathan Mengel (engineer/conductor, 7 yrs.)



In cab, Shane Frederickson (engineer, 30 yrs.) From left to right:
Steve Gilbert (engineer/conductor, 21 yrs.)
Ian McKeown (conductor trainee, hired 2015).
Bill Riegle (engineer/conductor, 18 yrs). Carter Jones (conductor, 5 yrs)



Jim Cerulli (Operations Administrator, hired 2015)



Richard Bader
(engineer/conductor, 28 yrs.)



Top left to right: Chris Peters (conductor/engineer/dispatcher, 7 yrs.) Darrin Spare (Conductor trainee, hired 2015).
Curt Cibello (conductor 5 yrs.) Paul Meehan (conductor trainee, hired 2015).
Bottom left to right: Travis Prevost (engineer/conductor, 8 yrs.). David Lapallo (conductor 3 yrs). Ed Philbin (conductor/engineer, 9 yrs.). Mike "Breezy" Bischak
(engineer, 18 yrs.) Jeffrey Bavitz (engineer/conductor, 8 yrs.)



Left to right: Leo Davis (dispatcher, 16 yrs.)
Jim Cook (dispatcher/engineer/conductor, 15 yrs.)



Darrin Keip (Conductor trainee, hired 2015) Eugene Boyle (conductor, 4 yrs.)

Reading and Northern Railroad Supports Mid Atlantic Air Museum

The widely popular Reading Air Show draws crowds every year in June to the Mid Atlantic Air Museum's World War II Weekend, and the following for World War II aircraft and attractions becomes more popular each year. The Mid Atlantic Air Museum, a 501 (c) (3) nonprofit organization, hosts the event to honor World War II veterans, showcase era aircraft including fighters and bombers, and throw a lively big band swing dance, featuring big band orchestras and popular World War II personalities like Abbot and Costello and others. Every June 1,500 reenactors representing every theater of the War bring World War II aviation to life, with the help of some seventy five aircraft, and hundreds of the Museum's volunteers. As a nonprofit organization, the Mid Atlantic Air Museum also relies on the support of donors, and this year, the Reading and Northern Railroad joined the Museum's donor base in time for the 2015 World War II Weekend. This summer, the Reading and Northern received these two letters from the Mid Atlantic Air Museum, -

"What a surprise! Thank you so much! Your donation has left me speechless. All of us here at the Mid Atlantic Air Museum work very hard on a daily basis to keep aviation history alive and well. Your appreciation for what we do here at the Museum means more than you know. Again thank you so very much for your generous donation.

On behalf of the more than 1,100 volunteer members and the staff of the Mid Atlantic Air Museum, I would like to thank you for your support of the museum with a donation from the Reading and Northern Railroad of \$5,000 to the Mid Atlantic Air Museum on June 16, 2015. As you probably realize our organization's ability to continue its restoration program and, ultimately to survive, depends, in large part, on the generosity of people like yourself. We are always grateful for the financial support that we receive ... it's like a "vote of confidence" for our mission and the work that we are doing preserving aviation history. It especially means a great deal to me personally to be supported for doing "the right things for the right reasons. Sincerely, Russell A. Strine, President." ♦



Beverly Hess was invited to speak at the Hamburg Rotary Club about the Reading and Northern Railroad. Bev presented about how the railroad started and how far the company has come since she began working almost 30 years ago!

Matt Fisher joined Bev in making a speech explaining all of the passenger offerings to the attendees.

RED CREEK

Red Creek Staff Members Receive State Permits for Wildlife Rehabilitation

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF REDCREEK



Red Creek Rehabilitation Team. From Left to Right: Greg Nason, Peggy Hentz, and Kat Hummel

I am happy to announce that Kat Hummel and Greg Nason, both long-standing staff members at Red Creek, have successfully passed all of the state exams for rehabilitating wildlife, and received their rehabilitation permits. Both plan on remaining at Red Creek and overseeing the rehabilitation program, resulting in Red Creek having three full-time licensed wildlife rehabilitators.

Kat Hummel graduated from East Stroudsburg University in 2004 with a Bachelor of Science degree in Environmental Studies. She was a zookeeper at Claws-N-Paws Wild Animal Park, and an animal care specialist at Hillside SPCA before coming to Red Creek.

Kat started as a volunteer at Red Creek, donating many hours per week until being offered a staff position in 2010. Kat now supervises the rehabilitation program for mammals (specializing in Rabies Vector Species) and reptiles.

I asked Kat about her experience working with animals in different settings, such as zoos and domestic shelters. Kat replied, rehabilitating wildlife is the most rewarding of all, because you get to release the animals back into the wild.

Greg Nason has been with Red Creek since 2009. A graduate of Blue Mountain, Greg began as a temporary groundskeeper during his first summer out of high school. It didn't take long for his compassion for animals to shine through and get noticed.

By mid-summer, Greg was asked to put his yard work aside and help feed the overload of baby squirrels we had received. As volunteers continuously fed one baby squirrel after another, Greg began to notice changes in individual animals and alerted me to difficulties in a few. I quickly moved his duties from gardening to baby animal care.

His observation skills didn't end with the animals. Having held several birds for me to splint, Greg correctly applied a wrap to a bird's wing from memory in my absence. His formal training in wildlife rehabilitation started shortly thereafter, and by the spring of 2010 he was offered a full-time position as Red Creek's rehabilitation assistant.

Greg supervises the rehabilitation program for birds (specializing in raptors) and fawns. His dedication to Red Creek and the work we do is revealed in his goal of helping every animal that comes to us, and carrying that mission far into the future.

Many areas in Pennsylvania have no wildlife rehabilitation services at all. Thanks to the support from the Reading and Northern Railroad and the public's support, our area has the benefit of three licensed and dedicated rehabilitators who make caring for wildlife their priority. This ensures not only consistency of care for the animals today, but the continuation of Red Creek's devotion to our missions far into the future. ♦



Greg Nason and Kat Hummel giving fluids to a Silver-Haired Bat



NEW READING AND NORTHERN BOXCARS

By: DENNIS SHAFFER, VP BUSINESS DEVELOPMENT



This Spring the Reading and Northern added to its' growing fleet of boxcars with the purchase of twelve additional cars. This now brings our total boxcar fleet to twenty-two cars. Our car shop went to work overhauling our new cars, both inside and out, and completed a program to paint 20 of these cars in an eye catching black paint scheme with white lettering. Our bright red "America's Largest Anthracite Carrier" logo was applied to the side of each car.

These cars will be used to handle our rapidly growing on-line business from both the Cressona Transload and the Old Forge Warehouse. Just another example of Andy Muller's willingness to invest in the railroad to support our unprecedented business growth. ♦

A group of newly painted cars, fresh from the Port Clinton paint shop, makes an impressive sight on a rainy afternoon.

COMPANY PICNIC AT KNOEBELS



MauriAnna & GiAnna Carannante, daughters of Mario and Tammy Carannante, having a blast on the rides!



Tom and Katie Bonner, Purchasing Director, with their three children, Quinn, Kailyn, and Maddox.



Jon Barket, AVP Signals, planning his next move on the bumper cars!



Renee Sheriff (in the background) and her sister Juanita riding the Knoebels Grand Carousel.



Duane Engle, AVP Track, driving a bumper car with Mindy Yoder, daughter of Erik and Deb Yoder.



From Back to front: Ashley Horn, Frances Karycki, AVP Real Estate, Kailyn Bonner, daughter of Tom and Katie Bonner, Purchasing Director, as they launch down the large hill of the log flume making a giant splash!

Family and friends of the Reading and Northern Railroad enjoyed a summer afternoon at our annual company picnic, hosted at Knoebel's Amusement Resort this past July 2015. After gathering for lunch, park goers took off for a cooling ride on the Skloosh and the Log Flume, while others rendezvoused at the Bumper Cars, Carousel, and Pioneer Train Ride. New at this year's picnic, was a health screening orchestrated by the Reading and Northern Railroad's Wellness Committee. We cannot believe how fast this summer went by, and we are already looking forward to next year's picnic! ♦



Eugene Boyle as the log flume heads up the steep hill.



Erik Yoder, AVP MOW, riding the bumper car with son Wesley. (car 14)
Matt Fredmonski, is also pictured while having a good time on the ride! (car 28)



Aubrey and Wesley, children of Deb and Erik Yoder, having fun in the roller coaster car before the ride!

Jan Prevost, Katie Bischak, Mike Bischak, & Travis Prevost on the log flume.



Mindy, daughter of Deb and Erik Yoder, AVP MOW, being silly before the train leaves the station.



Olivia Kolbe (Michael & Sarah's daughter) is riding with Michael Kolbe (Operations; Locomotive Engineer) with Sarah Kolbe (not in photo) They are riding the "Panther Cars" in the Knobles Kiddie Park.



Passengers getting ready to board the 12:30 PM Bike Train in July at Jim Thorpe station.

MANY CHANCES TO RIDE THE TRAIN

BY: MATT FISHER, PASSENGER GENERAL MANAGER

The Lehigh Gorge Scenic Railway continues to successfully attract customers into Jim Thorpe. The ever popular Bike Trains continue to bring first time customers along with repeat customers who love the combination bike and train ride. For the first time ever, the Lehigh Gorge Scenic Railway partnered with Pocono Biking and Whitewater Rafting to provide a raft train in July. The rafters were suited up at the Whitewater building and shuttled by bus to the Jim Thorpe train station. At the station, the river guide picked up all their tickets from the ticket agent, and off they went for the hour train ride to White Haven. The rafters then jumped into the rafts for

the return trip floating down the Lehigh River. Meanwhile, hundreds of bicyclists rode the trail for twenty five miles back to downtown Jim Thorpe. We will continue to offer great opportunities in the future that very few, if any, scenic railroads can provide to their customers.

Many special excursions have also operated over the summer and early autumn. On Father's Day, we visited Tamaqua to run one train south to New Ringgold and two trains north to the Hometown High Bridge. This special occasion not only marked Father's Day, but also Tamaqua's successful "Summer Fest." For the first time ever, trains operated from Union Station in downtown Pottsville

for "Celebration at the Station" in early July. Look for many more excursions out of Pottsville and Schuylkill Haven in the next few months. Also, Fort Wayne Railroad Society's Nickel Plate Road steam locomotive No. 765 visited the Reading and Northern this August. Trains departed on Saturday and Sunday from Bethlehem, Pennsylvania on the Norfolk Southern and then ran over our Lehigh Division to Pittston. At Pittston, the train wye'd and returned south stopping in Jim Thorpe for a brief layover before returning to Bethlehem. These trips brought much excitement and publicity to the Lehigh Gorge Scenic Railway. The Pennsylvania Dutch Treat train offered



customers the chance to see the entire Lehigh Gorge while sampling ring bologna, pickles, cheese, pretzels, shoofly pie, and assorted sodas. This trip continues to be a hit with passengers in the Carbon County area who wish to sample food and relax as the scenery passes by.

The 2015 Autumn Leaf Train Excursions bring passengers in from Berks County and abroad. These trains will operate a record seven times this season, up from six trips last year due to their overwhelming popularity. The trains depart Port Clinton on weekends in October and travel over the Mainline through a tunnel, over bridges, and along rivers to get to the final destination of Jim Thorpe. Most weekends, Jim Thorpe hosts Fall Festivals in the park next to the train station. This train presents a relaxing way to get into downtown Jim Thorpe without driving.

Trains originating out of Jim Thorpe include

the forty five minute long Lehigh Gorge trips at 10AM, 11AM, 12PM, 1PM, 2PM, 3PM, and 4PM running Fridays, Saturdays, and Sundays. These trains are a great way to see the fall colors in the Lehigh Gorge State Park. Also, Hometown High Bridge trains will operate from downtown Jim Thorpe on weekends in October. This year we will try a Monday and Tuesday High Bridge train on October 19th and 20th for those who do not wish to come during a busy festival day. Finally, starting the last weekend of November, look for Santa Claus Specials to depart Jim Thorpe and various communities along the Reading and Northern Railroad. All Santa Claus Specials will depart at 10:30AM, 1PM, and 3:30PM to allow for more interaction between the children on the train and Santa. Once again, we will work with many different sponsors in local communities to make Santa Claus trains a reality. Please go to www.lgsry.com for more information and details of upcoming trips.



Fort Wayne Railroad Historical Society's NKP 765 steaming into Jim Thorpe.

RAILROAD EMPLOYEE & FAMILY FUN!



Andrea Coller, VP Finance, and Katie Bonner, Purchasing Director, were out of the office checking out the condition of new railroad ties. They made a quick stop to pose for a photo!



The Yoder children all enjoying some tasty ice cream! Left side: Aubrey and Gabe; Right side Wesley and Mindy.



Ben, Jenny, and Kevin Cook, children of Tom Cook, VP Transportation and Safety, at our house on Cyprus Creek in Maryland.



Daren Geschwindt with sons, Travis and Connor, and grandpa Phil Geschwindt watching the dolphin show at Hershey park..



Logan, son of Lehigh Gorge Scenic Railway car host Amy Miller, is reading up on the latest news of the Reading and Northern Railroad.



Top to Bottom – Quinn, Kailyn, and Maddox, children of Tom and Katie Bonner, Director of Purchasing, having fun in the summer grass!



Quinn Bonner looking through a magnifying glass for some neat bugs!



Liz Neifert enjoys her ride along the Enola Low Grade Trail.



Sierra, Reese, and Colton, children of Christina Muller-Levan, VP Administration and Justin Levan, VP MOW, taking a nice hike at Hawk Mountain!



John Hartman takes a rest from riding bicycle at an old Pennsylvania Railroad shanty along the Enola Low Grade Trail.



Tom Cook, VP Transportation and Safety waterskiing on the Magothy river at sunrise.



Phil Geschwindt, AVP Finance, riding the Merry Go Round at Hershey park!

EMPLOYEE SPOTLIGHT

Congratulations Mike!

BY: CRYSTAL ARNDT, HR ADMINISTRATOR



I am pleased to introduce this quarter's "Spotlight Employee," Michael Painter. Mike came to work for RBMN in March of 2012 as a Police Officer. Previously, Mike was employed by the Borough of Hamburg as a Police officer since May of 1977. In June of 1980, he was promoted to Sergeant and in January of 1998, he was promoted to Chief of Police. Mike retired from Hamburg in February of 2012.

Born and raised in the Northeast section of Reading, Pennsylvania, Mike went to 13th and Union Elementary School, Northeast Jr. High, and Reading High School. He attended Penn State Police Academy for his police training.

Mike has a wife, Delores, who turned out to be his best friend. Along with Mike, she took up hunting, fishing and competition pistol shooting. She took "FOP Female" in Top Gun for three years straight! Together, they have also taken up Ballroom Dancing lessons for the last five years.

Mike has two daughters, Tammy who has a degree from Penn State in Speech Pathology, and Lisa who has a degree in Nursing. Tammy is the proud wife of Car-Tech's own "Big Dog," Chris Sowers. Lisa was Charge Nurse of the Trauma Unit at Reading Hospital for 14 years before being hired by Berks Cardiologists as a Physician's Assistant. Lisa is the proud wife of Albert Werner; a Police Officer in Upper Pottsgrove Police Department and Montgomery County SWAT Unit.

Mike is also a proud grandfather to an eight year old (going on 20) daughter of Tammy and Chris, Sophie, who likes to do everything from baseball to horseback riding. Sophie is definitely the apple of her grandmother's eye!

Mike is the proud owner of three dogs, two inside cats and one outside cat. Sassy is a ten year old Bison and up until five years ago, there was Niki who was seventeen when she passed. Niki loved going to Canada and Lake Gaston, fishing, and to Deer

Camp in Elk, County. Approximately one month after Nikki passed away, Mike and his wife wanted to get a friend for Sassy. While looking for a friend for Sassy, they landed eyes on twin pups and brought them both home. Mike says "well, what can I say, you can't split up twin sisters!" From the day the new pups came home, Sassy has become a mother to them and tries her best to keep them in line. He then says "these are my kids and my Girlfriends."

In his spare time, Mike plays golf (or tries to), is a member of North/Central Terrorism Strike Team with FEMA, is a fire arm instructor and enjoys firearms and long range precision shooting. Mike also likes being at home, putting around the house and being with his "Girlfriends," which his wife knows about of course!

Mike would like to share that he had a blast being a Police Officer for thirty-four years in Hamburg. He was with the Berks County Task Force, Berks County D.A Drug Task Force, and has numerous instructor certificates from over the years. He took "Top Gun" in the Berks County FOP County Shoot for eleven years straight in the Combat Match, and nine years straight in the "Snub-Nose" match and has received numerous awards from the FOP and his old department.

Mike said, "Andy Muller and Therman Madeira were eating lunch in town and he asked me as to when I was coming to work for him. I told him he caught me at the right time and to make me an offer, fifteen minutes later we shook hands. Here I am, and I am glad that I made the move. The police work is different, but working with the people I do, it don't get any better than this (although I still get lost all the time)." Congratulations to Mike Painter!

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

Flash from the Past



Picture from 1986 of owner and CEO, Andrew Muller, Jr. (Left) and Dan Stetzler (Right) on the 2102 Steam Engine.



Beverly Hess, Director of Employee Relations, in the year 1968, watching friends do stunts in the "gravel pitt."

HOW THE 425 SAVED

Christmas



Story and pictures by Ronda Lynn Michel

How the 425 Saved Christmas NOW AVAILABLE!

Ronda Michel, wife of RBMN President Wayne Michel, has just completed her second children's book.

At the urging of Andy and Carol Muller, Ronda decided to write a story about a train. The result is "How the 425 Saved Christmas" a joyous holiday tale starring the Muller family and the famous steam engine, the 425.

Ronda wrote and illustrated this tale about how with a little bit of magic and love, the 425 roared to life in time to save Christmas for all the children gathered in Jim Thorpe for their holiday train ride.

The book will be available to purchase from the LGSR website www.lgsry.com. This book, as well as Ronda's other books, are also available on Amazon.com or Ronda is selling signed and personalized copies through her website at www.rondalynnichel.com or you can reach her at rondalynnichel@comcast.net.

THE GOLDEN HOUR

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF REDCREEK

Emergency medical personnel often mention the "golden hour," that critical time following an accident. Beginning treatment within that first hour greatly increases the chance of saving a life.

Wildlife often doesn't have the luxury of the golden hour. Often the person who finds an animal didn't witness what happened, or the animal didn't reveal itself until in such distress it can't hide anymore. Sometimes that person will spend hours, even a day or more, searching for a facility that can help.

In some cases, that golden hour can mean the difference between life or death for an animal. Such was the case with fawn number 9761.

At Red Creek, we don't name the rehab patients. Giving animals numbers, rather than names, helps us keep our emotions in check. Our volunteers, however, began immediately referring to this fawn as "Trooper," due to the fast actions of one police officer who made it possible for this deer to survive.

On Memorial Day, the state police 911 center received a call about a deer that was hit by a car on the Gordon Nagle Trail between Cressona and Pottsville. The adult deer was reported dead, but with it was a tiny fawn that had been thrown across the roadway in the accident.

Trooper William Luckenbill from Schuylkill Haven responded to the call. At the scene, he placed a blanket under the fawn, and immediately called Red Creek. Our number was readily available to him because he had saved our contact in his cell phone during a previous incident.

Wildlife rehabilitation assistant, Greg Nason, grabbed a few supplies and ran out the door, arriving at the scene within a half-hour following the initial call. The fawn was a premature newborn, having entered the world on impact. It was weak and stunned and covered in blood and

fluid. Greg was surprised it was alive.

Gathering the baby deer up in the blanket, Greg rushed the fawn back to the center. There it received fluids and goat colostrum, the first milk that contains needed antibodies that would build the fawn's immune system. Within a week, the fawn was strong enough to be introduced to four other fawns that were already at the center. All of the fawns were orphaned.

Eventually, Trooper and the other fawns were introduced to Momma Deer and Auntie, two foster deer that live at Red Creek year-round. Outdoors in the 1,600 square foot enclosure, they continue to receive white-tailed deer milk from bottles several times a day. They slowly wean by browsing on Momma and Auntie's food while still receiving formula.

Although this fawn's entrance into the world was quite unpleasant, his time here at Red Creek has been peaceful and uneventful. The young deer remain in the enclosure until late August. By Labor Day, they are released out of the pen and join the local herd on the property. Many of the herd's members grew up under our care, with our foster deer in previous years. The entire herd is often seen visiting Mama and Auntie, who we believe are still considered important members of the herd.

Trooper's story emphasizes how very important it is to have our number on hand. If the call to Red Creek had been delayed, Trooper's outcome would have been much different.

Finding a wild animal in distress can happen to anyone, at any moment. By placing our clinic's number in your cell phone today, you might be able to offer that golden hour to an injured or orphaned wild animal. Our clinic number is (570) 739-4393. Save it twice: once under Red Creek, and once under "wildlife."

Summer Wildlife

Here are some pictures employees took of wildlife this summer season!



Lynn Engle, wife of Duane Engle, AVP MOW, took this picture of a robin at the company picnic.





Pictures of a black bear that made an appearance at the Lehigh Gorge Scenic Railway taken by Desha Utsick, friend of Bill Solomon (LGSR Conductor)

2015 RBMN SCHOLARSHIPS

BY: BEVERLY HESS, DIRECTOR OF EMPLOYEE RELATIONS



Katie Bischak is the daughter of Mike and Treena Bischak. Mike is one of locomotive engineers. Katie is attending Marywood University in Scranton, PA as a freshman this year. She will be working for a Bachelor of Fine Arts Degree in Theatre. Katie sent the following Thank You:

Thank you SO much for the base grant you have awarded me. The financial help you've given will certainly help me in pursuing my college education.

I'm looking forward to attending Marywood University to pursue my degree in theatre. I'm excited for the new adventure my education will bring me.

Thank you so much to Andy, Bev, and the entire Collegiate Fund Committee for your generous grant for my future! I'll always be proud to be a part of the Reading & Northern Railroad family.



Madison Kraemer is the daughter of Mike Sharadin and Jennifer Kraemer. Mike is Asst. V.P. Coal Traffic. Madison is attending the University of Pittsburgh as a sophomore seeking a BA in Rehab Science. Madison sent the following Thank You:

I want to express my sincere thanks to the Reading & Northern Railroad Scholarship Committee for honoring me with this scholarship. I am currently studying Rehabilitation Sciences at the University of Pittsburgh as the first step towards my doctorate in Physical Therapy. This award will help lighten my financial burden and allow me to focus on my education to reach my goals. Thank you again!!

Congratulations to both of our 2015 Scholarship winners!



The Reading & Northern Way

RBMN ANNIVERSARIES ACKNOWLEDGED

15 YEARS



Hire Date – July 31st, 2000
Elizabeth Neifert
AR Manager - Finance



Hire Date – August 14th, 2000
Dustin Berndt
AVP of Motive Power - Mech.



Hire Date – August 28th, 2000
Andrew Davis
Conductor - Operations



Hire Date – Sept. 2nd, 2005
Joseph Zimmerman
Electrician - Mechanical

3 YEARS



Hire Date – August 13th, 2012
Tammy Debkowski
Finance Manager - RJC



Hire Date – August 20th, 2012
Dennis Shaffer
VP of Business Development



Hire Date – Sept. 11th, 2012
David Lapallo
Conductor - Operations



Hire Date – Sept. 11th, 2012
Aaron Snyder
Cust. Service Manager - Traffic



Hire Date – Sept. 17th, 2012
Edward Kopeck, III
Signal Maintainer - Signals

1 YEAR



Hire Date – July 14th, 2014
Benjamin Balthaser
Facilities Technician - Facilities



Hire Date – July 14th, 2014
Nathaniel Billet-Diaz
Mechanic - Mechanical



Hire Date – July 16th, 2014
Renee Sheriff
Admin. Asst./Receptionist - Clerical



Hire Date – July 21st, 2014
Nicholas Alberswerth
Trackman – MOW



Hire Date – July 21st, 2014
Michael Bailey
Carman – Car Shop



Hire Date – July 21st, 2014
Matthew Sloskey
Trackman - MOW



Hire Date – Sept. 2nd, 2014
Matthew Fisher
General Manager of Passenger



Hire Date – Sept. 10th, 2014
Brock Krumanocker
Trackman – MOW

Happy Birthday!

3	OCT. DARREN SPARE	9	NOV. ROGER MESZAROS
4	OCT. SCOTT BESHORE	10	NOV. DAVID KITTNER
6	OCT. JAMES DONLEY	10	NOV. ERIK YODER
7	OCT. CHRISTINA MULLER-LEVAN	18	NOV. DAVID KROZNUSKI
8	OCT. DENNIS SHAFFER	20	NOV. JOHN RIZZO
9	OCT. DAWN-MARIE BUBECK	21	NOV. MIKE EVANGELISTA
10	OCT. PHILIP GESCHWINDT	21	NOV. MATTHEW STABINGER
10	OCT. NICK RICCIO	23	NOV. RON PAPIERCAVICH
10	OCT. JOSH RODNEY	25	NOV. CARTER JONES
13	OCT. JOHN BROWN	27	NOV. DAVID BALDWIN
13	OCT. MATTHEW JOHNSON	28	NOV. DOMINIC DEEBLE
14	OCT. CHAD FREDERICKSON	30	NOV. FRANK SEBELIN
16	OCT. RICHARD BADER	1	DEC. CHRISTOPHER WILLIAMS
17	OCT. DAVID FIECHTL	2	DEC. STEVEN WERLEY
18	OCT. JASON READING	5	DEC. JUSTIN HUGHES
19	OCT. THERMAN MADEIRA	11	DEC. LARRY YODER
21	OCT. GLENN BERGSTRESSER	12	DEC. DAVID HAFER
22	OCT. ALBERT SEILER	12	DEC. SUSAN LUDWIG
25	OCT. ALVIN RINEER	16	DEC. RYAN BAUSHER
28	OCT. TRAVIS PREVOST	17	DEC. CALVIN GERHARD
30	OCT. JOHN HARTMAN	17	DEC. JAMES SOMERS
30	OCT. RICHARD MARKLEY	19	DEC. ANDREW DAVIS
30	OCT. WILLIAM RIEGLE	19	DEC. JOSHUA LAUGHLIN
2	NOV. ANDREW SAUPPEE	20	DEC. JUSTIN LEVAN
5	NOV. JEFFREY KNADLER	26	DEC. HARAK ROBERT
6	NOV. MARIO CARANNANTE	29	DEC. YASHA SIDDIQI
7	NOV. BRAD KUNKLE	30	DEC. RUSSELL SCIANNA, JR.
9	NOV. BRIAN BARNES		

WELCOME ABOARD

NEW EMPLOYEES



Brad Kunkle was recently hired as a Track Worker within our Maintenance of Way Department. He attended Schuylkill Valley High School and Kutztown and Lancaster Bible Colleges. Prior to working for RBMN, Brad was in Shipping and Receiving at Construction Equipment Parts, Inc.



Russelle Monroe was recently hired as a Track Worker within our Maintenance of Way Department. He attended Coughlin High School and Luzerne County Community College. Prior to working for RBMN, Russelle was a Driver for Pride Mobility.



Jim Cerulli was recently hired as Operations Administrator within our Operations Department. He attended Wyoming Valley West High School and Penn State University. Prior to working for RBMN, Jim was a History Teacher for Wyoming Valley West School District.



Dominic Deeble was recently hired as a Conductor within our Operations Department. He attended Hazelton Area High School. Prior to working at RBMN, Dominic was a Ride Operator at Knoebels' Amusement Park.



Jim Donley was recently hired as a Conductor within our Operations Department. He attended Tamaqua Area High School. Prior to working at RBMN, Jim was an Appliance Team Member for Lowe's.



Ian McKeown was recently hired as a Conductor within our Operations Department. He attended Notre Dame High School. Prior to working for RBMN, Ian was a Car Host for Lehigh Gorge Scenic Railway.



Darren Spare was recently hired as a Conductor within our Operations Department. He attended Hazelton Area High School and Penn State University. Prior to working for RBMN, Darren was a Laborer/Operator at M&J Excavation, Inc.

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



Fort Wayne Railroad Historical Society's NKP 765 steaming into Jim Thorpe.