

R & N Magazine

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COVER PHOTO

ENGINE #3052 HEADS SOUTH AT SEIDEL MP 169 ON THE MAINLINE WITH ONE OF THE LARGEST HEAT EXCHANGERS TO TRAVEL OVER THE RBMN MAINLINE.

EDITORS

JOLENE FAY • FRANCES KARYCKI

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KEEPING ON TRACK

BY: WAYNE MICHEL, PRESIDENT

What would turn out to be a great day for the Reading & Northern started off overcast and unseasonably cold. The prior day had been sunny and in the upper 80's but May 20th started off windy, gray and with temperatures in the mid 50's. Not an auspicious beginning for our planned Customer Appreciation Train Trip. We had been planning the trip for weeks and had been pleasantly surprised by the overwhelming expression of interest. Over 100 customers and political representatives and staff had RSVP'd. We had customers from California and Chicago attending. And we had a number of new industrial prospects also on board.

As noted in the article and accompanying pictures on pages 14 the trip was a rousing success. The trip ran exactly on schedule, 10 am to 1 pm, and everyone had a good time. Our staff got to spend time with lots of customers, men and women we mostly deal with on the phone. And we moved forward on some exciting new business developments. Over the years we have gotten friendly with many of our customers so there was time for less business-centered talk. And inevitably a number of our customers who are familiar with our railroad asked about our efforts to force the local rail authorities to privatize.

For those of you less familiar with our region, you might be surprised to know that RBMN is surrounded by county-owned railroads. These railroads are relics from the days when railroads were going bankrupt and customers and communities were losing service. At that time government often came to the rescue. But as deregulation of the industry took hold in the 1980's these government-owned railroads were sold. The Federal government sold Conrail in 1986 and the Commonwealth of Pennsylvania sold its rail lines over the next fifteen years.

But in our region counties stubbornly held onto their control. To make matters worse these rail authorities refused to even put the rail operations up for bid. And to add insult to injury, these rail authorities turn around and use public dollars and public employees to actively compete with RBMN and other for profit railroads in the region.

Two years ago Andy Muller and I got fed up with the way these government-owned entities were acting and we began legal action, which is still pending today. These legal actions take a very long time and consume much money and staff resources. In fact, one of these rail authorities, PNRRA located mainly in Lackawanna and Monroe counties, has wasted over \$300,000 of taxpayers money defending its right not to put its rail operations up for bid.



THE CONDUCTOR.

Nowadays when I explain why we are fighting this battle I use the example given by Andy in his editorial piece on page 4. Andy's article is a cautionary tale of the power of government run amok. Regardless of one's politics I can't imagine any American who isn't offended at the notion of the government competing directly with private industry. By the time I finished sharing Andy's parable my listeners were in total agreement with our position. I am proud to say RBMN is committed to this fight, which we believe is for the benefit of taxpayers in the affected counties and fair-minded business people everywhere.

By 1 p.m. we were back in Port Clinton and saying goodbye to a lot of old friends and some new ones. But my day was far from over. That afternoon I signed a deal for RBMN to take over as operator of our own warehouse space in support of a rail customer.

For six weeks we had been working hard to preserve an important piece of business that had lost space at a RBMN-served warehouse. Over the course of that six weeks we had located an underused warehouse with a rail spur buried under four feet of dirt, rehabilitated the rail spur, cleaned the warehouse, acquired the necessary forklift equipment, developed the needed inventory control system and ultimately convinced the customer to use our new service. And on May 20th we concluded all negotiations necessary to preserve that business. Although this was our first effort at operating a warehouse we were confident of our abilities because of our recent award-winning success of managing two transload facilities. The first of hundreds of cars should begin arriving as this issue goes to bed so stay tuned for a future article complete with pictures about this exciting new venture.

As the sun set on May 20th temperatures were rising and we were concluding another successful day at the RBMN; a day that was a microcosm of what we do well at RBMN. We took care of our customers, ran an on-time, fun excursion trip, and pushed the envelope to develop new business. This is how RBMN manages to keep on track. ♦

Why the Government Should Not Own Freight Railroads

BY: ANDREW MULLER, JR.



Recently a friend asked me why I was opposed to county-owned rail authorities. I decided the best way to explain my philosophical opposition to governments owning businesses that compete with private enterprise was by telling a story.

In Coalton a local entrepreneur named Andy had built a successful gasoline station and mini-market business. Traffic was heavy and he put the money he earned back into the business by hiring more people and keeping the facilities clean and modernized.

One day a county official named Gus was driving in the area and he saw cars lined up to buy gas from Andy's. He also noticed that across the street lay a large open lot that he knew was owned by the County. Seeing Andy's success Gus persuaded the county commissioners to build a gas station across the street to compete with Andy. Realizing that the county knew nothing about operating a gas station, Gus persuaded the county to put the operation out for bid. The successful bidder would need to pay none of the costs of acquiring or developing the property. Because the land was owned by the County, the operator would pay no property tax. Instead the operator would pay back to the County a percentage of the money made from gasoline sales. Gus interviewed many operators and ultimately recommended that a friend named Carl get the contract. The Commissioners agreed and the station was built and Carl's Gas was in business in partnership with the county,

Six months later Carl complained to Gus that his business was not doing well. He said that Andy was in business for a longer time and had built a loyal customer base and that Andy's mini-mart made his gas station more successful.

Having invested hundreds of thousands of dollars into the venture, Gus knew the County was not prepared to see it fail. Gus realized that Carl's could not compete based on price because the overall price for gas was pretty well set by the large suppliers. Carl had even tried to sell gas at a slightly lower

price but it turned out that Andy's loyal customers would not leave him for a couple of cents a gallon.

The County Commissioners were not happy with Gus and he knew he needed to find a way to make his dream of creating county-owned businesses successful. Finally Gus came up with the idea of requiring all county-owned vehicles to be fueled at this station and he got the county officials to go along with this idea.

This caused a lot of grumbling from the affected county departments because the county was large and requiring everyone driving a county vehicle to come to Coalton was inefficient and time-consuming. But this was a county-wide edict and so every police vehicle, every maintenance truck and any other county-owned vehicle was forced to fill up at Carl's.

Although the county's costs went up as a result of the lost time and wages incurred by driving out of the way to Carl's, the county did see a slight increase in lease payment as business increased. However, even with the county business Carl's station was still much less successful than Andy's.

Then Gus had a stroke of genius. He decided to require any contractor doing business with the County to buy their gas at Carl's. Contractors did not like being told where to buy their fuel and one went so far as to threaten a lawsuit. In short order that contractor surprisingly failed to win a bid to renew business he had had for years. After that all contractors got the message and understood that buying gas at Carl's was a cost of doing business in the County.

Gus did not stop there. He came up with the idea of offering incentives to county workers to buy their gas at Carl's. In effect the County would subsidize a portion of the gasoline cost if the worker would buy at Carl's.

At this point Andy realized he now had some difficult competition. It wasn't easy to fight the County when the County decided to compete directly with him. By taking away the business from County-owned vehicles, and then contractors who did County business and finally County employees, Andy's business was slowing down.

But Andy was an entrepreneur and he came up with a winning idea. He decided to build a car wash and offer discounted washes for people who purchased his gasoline. Although he was going to do this with his own money, he did need to get certain permits from the County.

As soon as Gus heard about this idea he knew he needed to act quickly. He made sure that Andy's permit process dragged on while at the same time fast-tracking funding and permitting for a car wash to be built at Carl's.

Once Carl's car wash was built, Andy knew he could no longer compete selling gas. He shut down the gas station and expanded the mini-mart. He laid off the gas station workers and mechanics and focused on just running the market.

With Andy's closed, Carl realized he could start to raise prices. He also eliminated the free car washes and stopped paying attention to the cleanliness of his facilities. It was all about raking in the money.

And Gus was now looking for a location for the County to get into the convenience store business.

In telling this story about how Andy the entrepreneur has to deal with the unfair efforts of Gus the government-employee and Carl the contract-operator, I want to highlight what could happen when government decides to compete in the "free market" economy.

The reality is that government has so many unfair advantages over private businesses. It has the power to tax, the power to regulate, and the never-ending ability to throw taxpayer money at issues. And when government uses these powers to provide for our defense and to manage the activities that support and assist all of us, government should be applauded.

But when government abuses its power it needs to be restrained. And that is why Reading & Northern is suing the county-owned rail authorities in our region. These authorities have violated State law by not placing their operating contracts up for bids for DECADES. And, these authorities have violated State law by using their taxpayer-paid officials to actively solicit business away from the private sector railroads in the region.

I understand there have been critical times in the past when the government needs to step in and help save a failing industry such as was done with the rail freight industry decades ago. But those times have passed. That is why the Commonwealth of Pennsylvania decided years ago to sell its freight railroad lines and why the Federal Government decided to sell Conrail in 1986.

Now it is time for the counties in Pennsylvania to sell their freight railroads to the highest bidder. Now it is time for the citizens to enjoy the return on their investment that the millions of dollars received from the sales will bring. And now it is time to ensure that every rail shipper/receiver in Pennsylvania is assured of a level playing field.

For all these reasons, Reading & Northern is committed to using our resources to end the reign of County-owned railroads. I hope you will join us in this crusade. ♦

Customers Praise the New Ship Xpress Program

BY: SUSAN LUDWIG, DIRECTOR OF CUSTOMER SERVICE

On Wednesday 5-20-15 we were pleased to have several customers join us for our Customer Appreciation Train trip. While on the train, I had the opportunity to talk to some of our customers face to face about their business.

Throughout the day, several customers brought up our recent transition from emails and faxes to the new web-based Ship Xpress program that allows customers to submit their shift requests and car releases electronically.

Many reported that they have discovered the process to be much quicker, easier, and eliminates the need to fill out a paper release or shift sheet and email or fax it to us. Everything they need is at their fingertips to figure out what they need for their shifts. At the present time, we have almost all of our customers using the new system, and plan to have the remainder of the customers up and running in the next few weeks.

Here is what a few customers had to say about the switch to Ship Xpress:

Wendy Doninni – Azek Building Products

“Love using the new Ship Xpress program, it is a big help to see all the cars in our yard, and saves time when releasing the cars.”

Glenn Krider – Tanner Industries

“The new web based Ship Xpress program is a time saver, no more filling out paperwork and emailing it in.”

Gayle Mateyak – Air Products

“The new system is great to use, we don’t have to do the paperwork and it makes submitting our shifts so much easier and quicker.”

Anytime you make a change, it is always good be able to get feedback from the end users to make sure the change had the desired result. In this case, many customers not only like the change, but even expressed that they wished that they had this years ago. ♦

RBMN Welcomes New VP — Tom Cook

BY: FRANCES KARYCKI, AVP REAL ESTATE

The Reading and Northern Railroad is pleased to welcome Thomas Cook as our new Vice President – Safety and Transportation. Tom is joining our team after 30 years of railroad experience with Conrail and CSX.

Tom was most recently Assistant Superintendent at Curtis Bay Piers in Baltimore, MD, where he led daily operations through a period of rapid growth. Coal and ore tonnage almost doubled in 2011 and 2012. Employment increased from 38 to 102 hourly employees in a little over a year. Safety improved every year but one, and the facility was injury free for 450 days when he retired in January 2015.

This safety improvement was accomplished by the introduction of pier specific operating and safety rules drafted along the lines of railroad operating and safety rules. These were modified to fit the unique operating environment of a marine terminal.

CSX recognized Tom as a leader in safety and in developing managers. Tom was awarded CSX’s highest award, The Chairman’s Award of Excellence, in 2008 while working as Trainmaster in Indianapolis. During his tenure, Hawthorn Yard went 5 years injury free, and three of his assistants went on to become terminal superintendents and terminal managers. Many management trainees assigned to him benefited from focused instruction on basic trainmaster skills and got their first taste of running an operation under his guidance.

That led to a two year assignment with the terminal improvement team. He was responsible for the field training and development of over

100 management trainees brought on during a period of rapid hiring due to retirements.



Earlier in his career, he held various operating and sales roles with Conrail. He was an account executive in Boston, MA and a National Account manager in New York City. He then went to the operating department and worked as a Trainmaster in Marion, OH and Stanley Yard in Toledo, OH. He returned to the sales department in 1994. At split date, he was Conrail’s National Account Manager responsible for Procter and Gamble.

Tom’s commercial background makes him sensitive to the needs of customers, and he understands the challenges faced by our Sales and Traffic departments.

Tom graduated from Gettysburg College in 1984 with a B.A. in Business Administration. He was born and raised in Philadelphia, PA.,

and has now returned to Pennsylvania to work for the Reading and Northern Railroad.

This year, Tom will be celebrating his 30th wedding anniversary with Becky. Becky, who is from Gettysburg, PA, has always demonstrated the personal sacrifice required from a railroad wife, having supported Tom through six relocations and countless nights and weekends away from home.

Tom and Becky have three children. Ben, 23, is a banker in Indiana and graduated Magna Cum Laude from Wabash College in Indiana last year. Kevin, 21, is a senior at Shepherd University, where he is a wide receiver for their Division II football team and maintains a 3.93 GPA. Jenny, 18, is a high school senior who will be attending UMBC in the fall of 2015. She is a member of the National Honor Society and successfully worked two part time jobs through high school while maintaining a 4.2 GPA.

The Cooks enjoy fitness and all outdoor activities particularly bicycling, golf, kayaking, paddle boarding, water skiing, and sailing. They have a home on the Chesapeake Bay in Maryland.

They also have an apartment in Hamburg and enjoy the mountains. They love the hiking and bike trails nearby. They also love downhill and cross country skiing in the winter.

We are excited to welcome Tom to our team and look forward to him enhancing the safety of our railroad! ♦

COAL INTERLOCKING

BY: JONATHAN BARKET, AVP SIGNALS & COMMUNICATIONS



Cantilever at it's original location in Schuylkill Haven PA before any work or modification.



With assistance of Tom Day and John Walaitis, cantilever begins to be taken apart.

Even before my employment at the RBMN, I was always intrigued by railroad signaling. When I first started at the RBMN in May of 2003, I worked closely with my mentor, Jeff Seidel. Full of knowledge on signaling, he was able to further teach me the fundamentals and details regarding signal systems. Unfortunately, Jeff retired in December of 2010 after learning that he had Lou Gehrig's disease and then passed away in 2014. His shoes will never be filled, however every day I try to do my best by applying the knowledge he taught me along with lessons I pick up every day in order to keep up with this ever changing field.

As railroads grow, and RBMN has grown a lot over the last few years, additional infrastructure is needed to support the growth of traffic as well as add to the ever increasing safety entity. One way of doing this is by adding signals and interlockings. Signals are basically traffic

lights for trains informing the train crew what conditions lie ahead and how to approach such conditions. Interlockings are more like intersections with signals. They are places where one or more tracks come together by means of a switch and enable trains to go different routes depending on what their final destination may be. These interlockings are typically remotely controlled by a train dispatcher and in most cases, many miles from the location. This allows the dispatcher to decide the correct route for the train, throw the switch, and turn on a signal to allow the train to progressively move through a junction without stopping, increasing efficiency and productivity.

In 2003, RBMN built a new Main Line connection just outside Jim Thorpe, Pennsylvania across the Lehigh River. The connection consisted of an old unused railroad

bridge in addition to some newly constructed track which allowed RBMN to connect it's two different divisions and thus avoid operating over Norfolk Southern. One of the switches on the new connection is called "Coal". Before the track work was even completed there were discussions about making Coal an interlocking. When I was approached to begin the design work for Coal interlocking located just northeast of Jim Thorpe, PA, it seemed like it would be a normal "cookie cutter" design. I quickly found out that I was wrong. Located at the entrance of the Lehigh Gorge state park, commercial power was non-existent. Additionally, our track lays between Norfolk Southern and the Department of Conservation and Natural Resources (DCNR) bike trail creating a situation where very little real-estate is available. This location is also located on a fairly sharp curve with multiple levels of

tracks creating some optical challenges when approaching the site.

When we began designing this location, it became quite clear that a signal structure would need to be used to elevate the signals high for the best visibility. We decided on a cantilever style signal bridge since we are right against Norfolk Southern. At that point, I was on the hunt for a signal cantilever. After entertaining several ideas, we came to the conclusion to repurpose an old, unused cantilever located in Schuylkill Haven. This cantilever was originally erected by the Reading Railroad. Although exact date of the initial installation is unknown, there are photos showing the structure in use in 1937 which dates it to be at least 78 years old. The old cantilever was inspected, removed, and taken to our headquarters in Port Clinton for a complete overhaul. Once at Port Clinton, it was fully stripped down, modified to allow for an additional 6 feet of horizontal coverage, a new steel walkway installed, then fully painted with the help of our car shop personnel. We also installed new "G" style signals and rewired the cantilever for installation. A custom foundation needed to be poured. Under direction from our bridge and tunnel department, we assisted to construct a frame to make the foundation. The custom foundation measures 12'X8'X4' with an additional 4'X4'X4' pedestal sticking out of the ground. Once the concrete was set, the cantilever was set into its new resting place and all wiring was tied together.

The equipment housing, or bungalow, was purchased and our signal department wired the bungalow from scratch following the designed circuit prints which were all completed in house. The wiring connects the equipment (signals and switch machine) to the "brain." The real name for the "brain" is an integrated Vital Processor Interlocking Control System (iVPI) manufactured by Alstom. This iVPI replaces the older style interlocking relays with computer programmed software for vital applications. After quite a few months, Matt Collins and myself traveled to Rochester, New York to the Alstom plant where our iVPI was being built for a factory acceptance test. This testing ensures that the location will work as expected and that any issues are taken care of prior to shipment. Once complete, the iVPI was shipped to our site and wired into our location.

Another aspect of an interlocking is that it requires power. Most locations always use commercial power however some locations can be powered by means of solar applications. With site requirements and other complications, it was decided that commercial power was needed.

Continued on page 8.



With the help of Dickinson Crane, cantilever will be disassembled and transported to Port Clinton on a flat car for cleaning and modification.



New foundation for Cantilever being poured. John Walaitis directing concrete as Mario and Dave assure no air voids are created.



Cantilever re-erected at new site at Coal Interlocking.



Maintainers Matt Collins and Darnell Young mix concrete to build a power transformer pad to supply high voltage power to the interlocking, nearly 2000' away.



Maintainer Matt Collins along with Jonathan Barket (not pictured) run factory tests of the "brain" at the Alstom plant in West Henrietta, NY.



Completed interlocking in service.

Continued from page 7.

After working closely with Pennsylvania Power and Light, our commercial power supplier, we were able to obtain a power service, however our meter location was just under 2000 feet from our equipment. With a requirement of nearly 130 Amps at our bungalow, it was decided that we would need to "step up" the power to run the long distance without much loss. We installed a pad transformer at the meter and 2,000 feet later, installed a "step down" transformer at our bungalow. Again, due to space requirements, all 2,000 feet of power cable was installed underground in just over a weeks' time. In addition to powering the bungalow, we installed electric switch heaters. These heaters can be remotely controlled from our dispatcher and are used to melt snow and ice during winter months and prevent the winter precipitation from interfering with the switch function.

One of the final items to be installed was our powered switch machine. This is the device that does the actual switching of the tracks. The older, manual switch machine was removed to make way for the powered machine. Once installed, the 12 controlling wires were hooked up as well as all the connecting rods. After the powered machine was installed, the dispatching computer was updated to allow for the new location to be remotely controlled. Coal Interlocking was placed in service on May 18th, 2015.

In just over a year, this interlocking went from a dream to a reality. Using a combination of recycled and new equipment, the railroad now has another impressive interlocking remotely controlled from Port Clinton. This now brings our counts to 9 interlockings and 13 powered switches. This new location allows our dispatcher to remotely control the switch

where the Lehigh Branch ties into our Main Line. During the week, the Lehigh branch is used by both RBMN crews as well as our tenants Norfolk Southern and Canadian Pacific to reach Lehigh and points south, and on weekends and other special occasions, the Lehigh Gorge Scenic Railway runs our main line through Coal Interlocking taking passengers into the beautiful Lehigh Gorge State Park.

We at the RBMN are particularly proud of these types of projects. As you can see this is no small undertaking and it is important to note that RBMN did not receive any Federal or state funding for the project. Mr. Muller has always put money where he believes we can increase efficiency and safety. ♦



A panoramic view of the 45 foot long crossing on #1 track at Oak Street MP 173.13 as MoW forces are busy plating and spiking in the new rail onto the ten foot ties.

Air Products Track & Clearance Project

BY: ERIK YODER, AVP MAINTENANCE OF WAY

As reported in our last news magazine, RBMN recently completed the Air Products Track & Clearance Project. This project was a coordinated effort involving outside contractors, numerous Maintenance of Way gangs, and plenty of coordination between different agencies/groups.

Contractors eliminated 760 joints via crop and slide on track 2 between MP 152.2 – 156.0, installed 10,000 ties and gauged 28,000 feet on tracks 1 & 2 between MP 169.3 – 175.5, and removed brush/trees fouling track 2 between MP 169.3 – 175.5.

RBMN forces completed surfacing on track 1 between MP 164.1 – 175.5, surfacing on track 2 between MP 169.3 – 175.5, single crossing replacement at MP 174.03 Broad Street, double crossing replacement at MP 173.1 Oak Street, double crossing replacement at MP 175.2 Main Street, rehabilitation of (2) #15 switches at MP 175.5 Dupont, and installation of (2) new #20 equilateral switches at MP 175.5 Dupont. Before the tie work started, all the bolts on track 2 between MP 169.3 – 175.5 were tightened. Track 1 is welded rail and no bolt work was necessary.

The following pictures illustrate all the locations and work completed in this project. These pictures do not do justice to how smooth the ride is now for our crews and tenants. In the end, this project is another testament of the pride the Maintenance of Way forces take in all their work. ♦



Oak street crossing replacement MP 173.13 began on a snowy day. This crossing had the rubber crossing mats replaced with concrete panels.



With a full road closure begun at Oak Street MP 173.13, the backhoe starts removal of all the old materials on #2 track.



Track 1 has the rail removed and in the process of getting the ties out as crossing replacement is in full swing at Oak Street MP 173.13.



With a fresh base of ballast on #1 track at Oak Street MP 173.13, laying out new ties is in full swing. Many ties are marked, laid out and then matched to the correct tie spacing in the crossing. A vital step in matching the concrete panels to the ties.

AIR PRODUCTS TRACK & CLEARANCE PROJECT — DUPONT



Standing on the Susquehanna branch looking south, marking out the layout of a new equilateral switch and realignment of tracks along with rehabilitating the crossover viewed in the far distance at Dupont MP 175.5



MOW forces are busy constructing a #20 equilateral switch at Dupont MP 175.5. The closure rail is being set into place by the backhoe as the switch continues to become part of the new interlocking.



Standing on the Susquehanna branch looking south, the newly installed equilateral switch and rehabilitated crossover switch can be seen at Dupont Interlocking MP 175.5



MOW forces connecting the rail on #2 track to make room for the new #20 switch that will be adding into Dupont Interlocking MP 175.5.



Grading, realigning, and changing rail on the CP connecting track at Dupont MP 175.5 to make the room needed to add two #20 equilateral switches into the interlocking.



All new switch timbers installed for the two new #20 switches at Dupont MP 175.5. This view is looking north to the CP connecting track and the Susquehanna branch.

AIR PRODUCTS TRACK & CLEARANCE PROJECT — DUPONT



In the far distance, the two new #20 switches are installed. Fresh ballast has been dumped and the MoW forces now focus on rehabilitating the two #15 switches at Dupont MP 175.5.



New switch machines are being added by the Signal Department on #2 track at Dupont MP 175.5 as MoW forces continue work on the CP connecting track in the distance.



Standing on the Susquehanna branch with the CP connecting track to the left, the track will be realigned to accommodate a #20 equilateral switch making both #1 track and #2 track accessible at the beginning of the Susquehanna branch at Dupont MP 175.5



Halfway through the realignment of the new tracks, CP connecting track and the Susquehanna branch, the equilateral switches are installed and being finished at Dupont MP 175.5. A few more steps in constructing the switches and we will be ready for surfacing!



Adding some heat to close the gap as the finishing welds are added to the new #20 switch. MOW forces are standing on #1 track at Dupont MP 175.5 as the Signal can be seen behind the truck. The CP connecting track is to the right.



Installation of the guard rail on #1 track at Dupont MP 175.5. Spikes have been set and the hydraulic spiker is driving them down to finish the installation.

AIR PRODUCTS TRACK & CLEARANCE PROJECT — MAIN STREET



New concrete panels on tracks 1 & 2 at Main Street MP 175.19.



Looking south at Main Street MP 175.19, #1 track is finished begin surfaced as MoW forces begin again on #2 track crossing. Double crossings are twice the fun! As soon as one is done, another one awaits.



Main Street MP 175.19 crossings on #1 & 2 will soon be getting new concrete panels and surfacing for a new ride for both trains and vehicles.



Some concrete was found under the road as MoW forces were rehabilitating Main Street MP 175.19 crossings. It was removed with little impact on getting the project done in the time allotted for the project.



Setting up thermite welding on one of the Main Street MP 175.19 crossings. It is a very meticulous process that leads to a good weld. Shortcuts can lead to failed welds and more work.

AIR PRODUCTS TRACK & CLEARANCE PROJECT — BROAD STREET



Newly rehabilitated #2 track crossing at Broad Street MP 174.56 after it received new ties, surfacing, crossing timbers, and asphalt.



MOW forces beginning to dig up the old asphalt and a dirty ballast through the Broad Street crossing on #2 track MP 174.56. Left to Right: Nick Albertswerth, Matt Nester, Vince McGuigan, and Matt Minnich.



The old ties have been removed, new ballast is laid out, as the backhoe and PT-1 begin to layout new ties on #2 track crossing at Broad Street MP 174.56. Left to Right: Duane Zimmerman PT-1 Operator and Dale Homm, Backhoe Operator.



Last step in rehabilitating #2 track crossing is installation of the crossing timbers so the new asphalt can be laid out at MP 175.56 Broad Street. Left to right: Vince McGuigan and Aaron Cassel.



Thermite welding new rail in the #2 track Broad Street Crossing at MP 174.56. A little volcano adds some heat to an already warm day. Left to Right: Matt Nester, Matt Minnich, and Larry Weller.



Looking south on #2 track at Broad Street MP 174.56 after it received a much needed facelift.



View from the open air car through the woods of Schuylkill County.

Customer Appreciation Train Trip

May 20th 2015

BY: DAN GILCHRIST, EXECUTIVE VP MARKETING & SALES

The RBMN Headquarters in Port Clinton was a busy scene the morning of May 20, 2015. Over 100 representatives of customers and local elected officials had arrived to take a ride on the Reading and Northern Railroad. As attendees arrived, they were greeted with fresh donuts and coffee while being signed in. Although there was a slight chill in the air, it did not prevent anyone from mingling and enjoying the gorgeous grounds before it was time to board the train.

Departure from Port Clinton was at 10 am sharp and the train traveled north along the main line approximately 30 miles through Tamaqua PA. We followed the Little Schuylkill River through rolling hills and forests until we got to the famous High Bridge in Hometown PA. The train stopped while lunch was served on this 170 foot high trestle spanning the great valley and the Little Schuylkill River far below at this point. The High Bridge was built in 1931 and is 1100 feet long. The lunch time view from the open air car was especially breathtaking.

Continued on page 16.



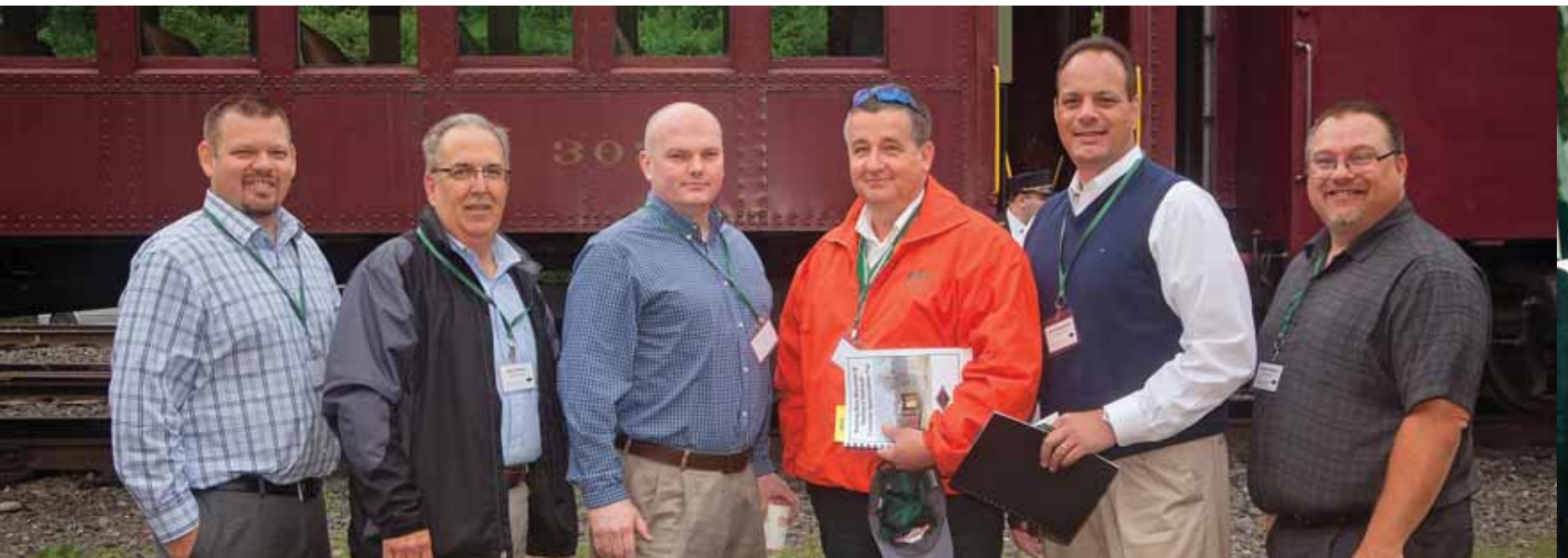
Dan Stolz of Savage Industries and Sandra Mattfeld of PBF Energy get ready to board the train.



Alex Rosenberg and Colleen Fitzpatrick of PBF Energy were first time riders on the RBMN.



Daren Geschwindt of Reading and Northern, Joseph Berezwick of Presto Products, and Susan Ludwig of Reading and Northern chatting in the Dome Car.



Steve Marcotte and David Fanjul from EJ Gallo, Don Rumford, Mike Kelly, Matt MacDonald and Shane Garinger from Kane is Able. Steve and Dave came all the way from California!



Ed Shultz, Cheryl Turolis, Mike Garland and Cindy Carado from Tredegar take in the view from the High Bridge in Hometown.



The Honorable Jerry Knowles and David "Chip" Brightbill take in the sites from the classic coach car.



Guests enjoy the ride in Car 1 built in 1889 by Jay Gould.



Glenn Krider of Tanner Industries enjoys the ride.



Marta Gabriel from Senator Toomey's office in the historic car one.



Kevin Sibet from D G Yuengling represented America's oldest operating brewery.



Rusty Taylor of Lehigh Anthracite and Melissa Jones of Reading Anthracite talking in car 5.

Continued from page 15.

The train consist was five cars, including a standard coach car, the Dome car, one open air car as well as private cars #1 and #5. Locomotives #2530 and #2531, both GP 39-RNs were on the head end. The dome car with its two story glass ceiling and unobstructed views was a popular car to ride in. It was a bit cool and breezy for the open air car but some hardy souls enjoyed the fresh air on these cars. Private Car #1 was built in 1889 by Jay Gould and features a kitchen, dining room, sleeping quarters as well as the parlor with an open rear platform. The platform is a great spot to sit and watch the track passing behind the train. Guests were free to walk throughout the train and tour the various cars while they mingled. It was hard to pick the best seat in the house but everyone got to enjoy the beautiful scenery along the railroad.

As lunch concluded the train began the journey back to Port Clinton, and arrival was on time at 1:00 pm of course for the 60 mile round trip.

Upon return, several guests were interested to tour the Port Clinton offices, the Car Shop, Engine House or just to say Hi to some of our office personnel who could not make the trip this time.

It was a beautiful day and a fine time was had by all. The Reading and Northern would like to thank all of the customers and friends of the railroad who took time out of their busy schedules to come out with us to enjoy this day. We look forward to the next trip and hope to see you riding the rails again before too long. ♦



Jeff Gliem of Reading Anthracite with Vince Furtkevic of Associated Commodity Services Inc, and Mike Sharadin of Reading and Northern catch up before heading out.



Gayle Mateyak and Brian Mertz of Air Products taking in the view from the Dome Car.



The Reading & Northern car hosts ensure all guests are well taken care of.



Wendy Donnini from Azek Trimboards in the lower level of the Dome Car.



Andrea Funk of Cambridge Lee looks ready to go.

Operations Efficiencies Gained in Air Products Project

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

The Air Products project allowed RBMN to complete some extensive infrastructure upgrades on the northern end of the track rights portion of our Lehigh Main. The project included replacement of 10,000 ties, 28,000 feet of gauging, elimination of 760 joints, addition of two #20 switches, thousands of tons of ballast, and other switch timber work. This project would ensure the corridor used for the Air Products heat exchangers would be in fine shape for years to come.

Two highlights of the project for the Operations department included a complete rehabilitation of a 6.2 mile portion of double track between MP 169.2 (Seidel) and MP 175.5 (Dupont) and extensive upgrades to Dupont interlocking.

Track #2 between Seidel and Dupont had been an underutilized 10 MPH track for many decades as it was not in good enough shape for prolonged heavy service. Because of its condition the track was used irregularly. After extensive tie and surface work we were finally able to get track #2

into FRA Class 3 track and acceptable for 30 MPH. This gives Canadian Pacific and Norfolk Southern, our trackage rights tenants, an additional point in which to pass trains on the Allentown to Binghamton, NY corridor and eliminates trains holding at CP's Taylor Yard or passing at Mountain Top which is approximately 20 miles south of Dupont.

Connected with the above mentioned restoration of double track was the upgrade and expansion of the interlocking at Dupont. Prior to the expansion of the interlocking, RBMN trains only had the option to use #1 track between Dupont and Seidel for access to our Susquehanna Branch. With the addition of an equilateral switch we now have the option to use the double track between Dupont and Seidel which further increases our operating flexibility.

These upgrades are just two more examples of how we are striving to increase efficiency for the rail transportation network in Eastern Pennsylvania. ♦

AIR PRODUCTS HOMETOWN PLANT IN TAMAQUA PA

BY: DAN GILCHRIST, EXECUTIVE VP MARKETING & SALES

In addition to the movement of large heat exchangers for Air Products which we have highlighted in this issue, the Reading & Northern also directly serves the Air Products industrial gas plant in Tamaqua, Pa.

Air Products is a leading industrial gases company that provides atmospheric, process and specialty gases, and related equipment to manufacturing markets including metals, food and beverage, refining and petrochemical, and natural gas liquefaction. Their web site reports that they serve customers across a wide range of industries from food and beverage, health and personal care to energy, transportation and semiconductors. They have over 20,000 employees in 50 countries with sales of \$10.4 billion in 2014 and are ranked number 276 on the Fortune 500 annual list of public companies.

Air Products has also been named to Corporate Responsibility Magazine's 100 Best Corporate Citizens List for 2015, which recognizes public companies with outstanding corporate responsibility performance.

The Hometown facility in Tamaqua came on line in 1973 and is a leading global supplier of high-purity gases and chemicals to the semiconductor industry for over 40 years.

The plant is located on our mainline near Hometown and we deliver their raw material for them in tank cars. Their outbound materials all move in truck load quantities throughout the world.

This is another example of the Reading & Northern railroad providing an important transportation role for a good customer in our region and by doing that we work together to play an important role in the global economy. We obviously appreciate the business we do with Air Products and we also appreciate the high quality working relationship we have long had with them. ♦

SAFETY

BY: TOM COOK, VP SAFETY & TRANSPORTATION

I am proud to be a part of the Reading and Northern team, and I would like to thank everyone for the warm welcome that I have received.

So far, I am impressed by what I have seen. I have worked for three railroads and led six operating teams during my 30 year career. My experience gives me a broad perspective, and I would like to give you some insight into what I think makes our team special. It will provide a strong foundation for our safety program.

Reading and Northern employees love railroading and truly love their jobs. They have fun at work. If you really love your work, it doesn't seem like work, and that is the feeling I get from many of you. The result is that I can honestly say that Reading and Northern employees have the best and most positive attitudes I have ever seen. No other team that I have seen or worked with comes close.

This passion and pride is reflected in many ways. That pride is evident when I hear the stories about how far this railroad has come since it started operations. It is reflected in the passion that many employees

show when they talk about the history of this railroad and the role our predecessors played in developing our region. It is also reflected in how efficiently and hard we work to serve our customers.

It is important to maintain that positive energy and attitude every day. It allows us to overcome everyday change and adversity without frustration and fixation. Negative energy is often what starts the string of unsafe decisions and actions that leads to accidents.

One of my goals is to channel our positive attitudes, passion for railroading, and love of what we do into a passion for safety and an aversion to all accidents and injuries. When we complete that journey, we will be able to take pride in working long stretches without accidents and injuries. Working safely and efficiently is good for business and more importantly is good for our employees. Our goal is for every employee to be able to retire from RBMN in good health and be able to enjoy retirement with their family and friends. ♦

Master Plan Team

BY: ANDREA COLLER, VP OF FINANCE

The Reading and Northern Railroad continues to grow by leaps and bounds! As one can imagine, an increase in business brings new challenges. Overcoming such challenges requires awareness, vision and a little bit of foresight. The Railroad is fortunate enough to have skilled leaders with such qualities.

The Reading & Northern family has grown to over 200 employees, 32 locomotives, and 1,024 railroad cars. One of the challenges we faced as a result of this welcomed growth is outgrowing our headquarters, which is located between the Schuylkill River and the Appalachian Trail in Port Clinton. Although it provides beautiful scenery to enjoy, it also severely complicates our ability to expand due to lack of square footage.

With every department showing growth and with the increase in equipment it was inevitable that conflicts would arise as to how to best use the limited property available. In anticipation of the potential conflicts, Wayne Michel formed an inter-department committee to review the competing needs and develop a process for making sure all space along the railroad is properly utilized. The committee is comprised of individuals from each department and works as a team to find the best fitted solutions to such situations. Team members include: Tyler Glass-Operations, Dan Gilchrist- Marketing, Andrea Coller- Finance, Daren Geschwindt- Traffic, Michael Sharadin- Coal Traffic, Frances Karycki-

Real Estate, Justin Levan- Maintenance of Way, Jonathan Barket- Signals/ Communications, Steve Balthaser- Facilities, Dustin Berndt- Mechanical, and Gerry Feissner- Passenger. This diversity of the committee contributes to its success, as each member brings needs from their department and shares different perspectives.

We currently have two proposals on the horizon that we are moving forward with. The first involves our Signal and Maintenance Departments. Through one of our meetings, we discovered that both the Signal and Maintenance Departments shared the need for additional space to store their supplies. We sifted through many scenarios before finally settling on expanding the current Cressona Station. This addition will consist of building three garage bays and will be designed to reflect the romantic era of railroads. This expansion in Cressona will free up much needed space at our Port Clinton headquarters.

The second proposal may actually allow for our round house to be round after all! The plan is to expand the east and west side of the round house. Additions include adding a stall for maintenance of MOW equipment and adding a stall for locomotive maintenance.

The team has many concepts which are currently in the infancy stage, however, as they come to fruition we look forward to sharing our progress with you. ♦



Cassel family photo from the 2014 picnic.



Prevost family photo from the 2014 picnic.

2015 RBMN COMPANY PICNIC AT KNOEBEL'S

BY: BEVERLY HESS, DIRECTOR OF EMPLOYEE RELATIONS

Just a reminder that if you're signed up for the 2015 RBMN Company Picnic at Knoebels Amusement Resort, Elysburg, PA — the date is Saturday, July 18, 2015 and registration begins at 10:30 AM to 12:30 PM at Pavilion "O". Lunch will be served at 1 PM also at Pavilion "O".

Congratulations Lauren!



Lauren Gavinski, daughter of Victor and Roxanne Gavinski, graduated Summa Cum Laude from Susquehanna University on May 10, 2015 with a degree in Early Childhood Education. This Mother's Day was especially memorable as her very proud parents watched her not only graduate, but also accept a marriage proposal!

Ranking 3rd in her class, Lauren achieved Deans' list every semester throughout her studies and was awarded Departmental Honors for her self-study research. Lauren was actively involved with Alpha Phi Omega, a co-ed service fraternity, and is a seasoned volunteer coach for the youth development program Girls on the Run. She extends her utmost gratitude to Reading & Northern Railroad for their financial support of her college education. ♦

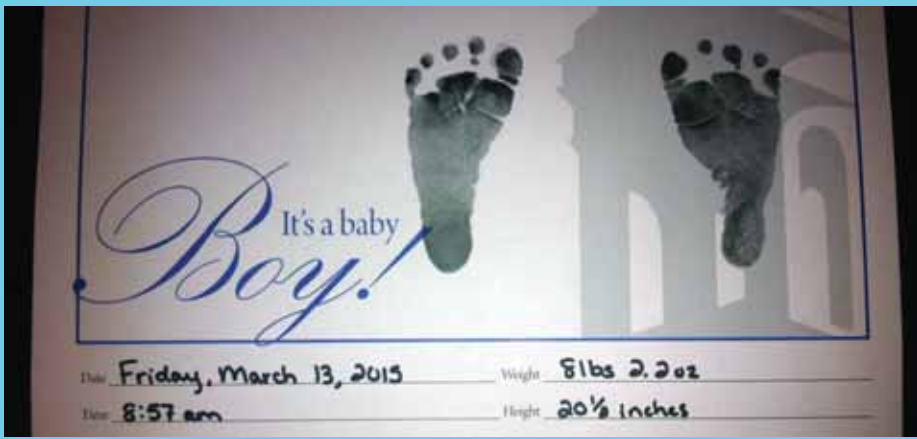


Andrew Muller, Jr. with Hamburg Area High School Senior, Charlie Cravotta.



Andrew Muller Jr. imparting wisdom upon the honor students of Hamburg Area High School.

Andrew Muller Jr. was inducted into the Hamburg Area School District Alumni Academic Hall of Fame on the evening of May 6th, 2015. Honor students within the district were assembled to listen to the five Alumni speak about their success after leaving Hamburg Area High School. ♦



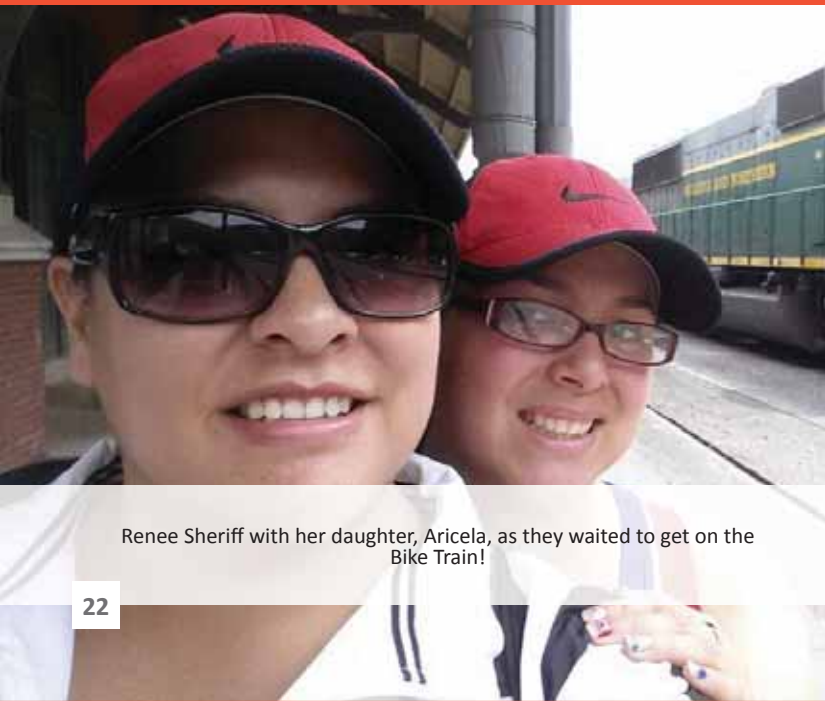
Daren (Asst. V.P. Merchandise Traffic) and Ann Geschwindt had a baby boy on Friday, March 13 at 8:57 AM. He weighed 8 pounds, 2 ounces and was 20 1/2 inches long. He was welcomed by their other two sons Tyler and Travis. Congratulations to the entire Geschwindt family and welcome to Connor, another member of the Reading & Northern family!

The First RBMN Wellness Bike Train Ride

On Saturday May 30th, 2015 the first RBMN Wellness Bike Train Ride took place on the beautiful Lehigh Gorge Rail-Trail.

RBMN provided a free train ride for all employees and their family that participated. The ride from Jim Thorpe to White Haven was approximately one hour. The 25 mile ride back however took little longer to complete. Though, that didn't hinder the participants on stopping along the way to enjoy the gorgeous scenery which included waterfalls and cascading mountains.

What started out as a beautiful and warm day ended with slightly grayish skies but everyone had a wonderful time.



Renee Sheriff with her daughter, Aricela, as they waited to get on the Bike Train!



Phil Geschwindt as he leaves White Haven for his ride back to Jim Thorpe!



Madison Kraemer, Emilee Ratcliffe, and Olivia Sharadin at the trailhead of the River of Rocks Trail.



Justin Levan gives Reese Levan a break while hiking on the River of Rocks Trail.

WELLNESS HIKE AT HAWK MOUNTAIN

BY: MICHAEL SHARADIN, AVP TRAFFIC-COAL

On April 25th, the Reading & Northern Railroad Wellness Committee held their inaugural wellness event at Hawk Mountain Sanctuary. The event was a hike on the scenic River of Rocks Trail. The employees and their family members that attended the hike were welcomed with nearly perfect weather and enjoyed a gorgeous day on the mountain.

Hawk Mountain Sanctuary is located along the Blue Mountains just outside Kempton, PA. Back in the early 1900's, this location was once a popular spot to shoot migrating raptors. For the last 77 years, Hawk Mountain has been a 1,400 acre sanctuary where hawks and their migration patterns are studied.

Hawk Mountain has nine marked trails that meander around the mountain with varying degrees of difficulty. The River of Rocks Trail is a challenging 4-mile loop that is highlighted by the stunning River of Rocks. The trail starts near the top of the mountain at the South Lookout, runs down the valley to the River of Rocks, and then back up the mountain to the North Lookout.

The sign at the trailhead points out that the difficulty level is "moderate", and to allow "3 to 4 hours" of daylight to complete. After the first few

hundred yards it was clear that the trail was not easy, as it was very rocky and steep. After trekking nearly 700 vertical feet down into the valley, you're rewarded by reaching the amazing River of Rocks. According to Hawk Mountain's website, this feature is a huge boulder field roughly 2/3 of a mile long and 30-feet deep at some places. It was formed over 10,000 years ago when boulders slid off the top of the ridge during the most recent Ice Age. Believe it or not, but you can actually hear water running underneath the boulders at certain locations. Once departing the River of Rocks, the trail climbs over 800 vertical feet back up the mountain through patches of Mountain Laurel and Rhododendrons.

The hike was invigorating and enjoyed by all that attended. Some of the attendees were able to finish the hike in 2 – 2 ½ hours, while others went at a more leisurely pace and completed the loop in 4+ hours. The weather was perfect for hiking. The morning was a little chilly, but by the early afternoon, temperatures were in the mid 60's.

Everyone had a great time at Hawk Mountain, and our inaugural wellness event was a success. Hope to see you at the next Wellness event! ♦



Phil Geschwindt stopping to take a photo before finishing his hike at Hawk Mountain.



Sharon Geschwindt making her way throughout the river of rocks.



At the top of the trail looking down at the River of Rocks.

EMPLOYEE SPOTLIGHT

BY: CRYSTAL ARNDT, HR ADMINISTRATOR

Congratulations Bev!



I am pleased to introduce this quarter's "Spotlight Employee"; Beverly Hess. Bev came to work for Reading and Northern Railroad in 1986 and is currently our Director of Employee Relations. She worked at The Windsor Press for 14 years prior to working for RBMN. At The Windsor Press, Bev was in charge of job printing (business cards, letterheads, etc.) and the classified ads in the Merchandisers.

Bev was born and raised in Windsor Township, just outside of Hamburg, PA and she graduated from Hamburg Area High School. Bev has one daughter; Carla Kramer, who lives in Bonney Lake, Washington and her mother; "Beaty" who currently resides with her in Hamburg. She is also a proud owner of a Pembroke Welsh Corgi; Brodie who just loves to make friends everywhere he goes (even the vet!) Bev is looking forward to visiting her daughter in Washington for Christmas, along with her mother, they are traveling via Amtrak. She has never been west of NE and is excited to "see more of this beautiful country of ours."

In her spare time, Bev likes to go see Broadway shows (she loved "Kinky Boots"), do crossword puzzles (She says: "I understand it helps keep your mind sharper – that's questionable sometimes!"). Bev also likes to cook, bake, and go out to dinner on the weekend with her friends. Every now and then, she also likes to go to a concert.

Bev would like to share: "I was offered a job by Mr. Muller twenty-nine years ago and accepting that offer was the best choice I ever made. I've had more opportunities since I've been employed here than I ever would have thought to be possible and the ride isn't over yet. I am proud and honored to say I work for the Reading and Northern Railroad." Congratulations to Bev!

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



We appreciate the service of all employees of the passenger department over the last thirty years. These individuals helped build the RBMN into what it is today. Unfortunately, we missed the recognition on some people who worked in the department over the years in the last newsletter. Pictured is Bernard Kern. Our current employees make this railroad exceptional and we look forward to the next thirty years of passenger service.

Happy Birthday!

JULY 1	JEREMY ATWEL	AUG 1	MATTHEW MINNICH
JULY 3	WILLIAM BUBECK	AUG 3	ALICIA BORGER
JULY 5	CHRISTOPHER NEFOS	AUG 8	MATTHEW FISHER
JULY 6	JOHN DUBICK	AUG 8	MICHAEL KOLBE
JULY 8	ERNEST HENRITZY, JR.	AUG 9	BRENT JACOB
JULY 9	MICHAEL KALAGE	AUG 11	BEVERLY HESS
JULY 10	JOSHUA YOUPA	AUG 13	SHANE FREDERICKSON
JULY 14	MICHAEL BAILEY	AUG 13	ANDREW MULLER, JR.
JULY 14	DALE HOMM	AUG 13	RAYMOND ZWEIZIG
JULY 15	DANIEL RAWLEIGH	AUG 14	DUANE ENGLE
JULY 15	MICHAEL SHARADIN	AUG 15	MATTHEW SLOSKEY
JULY 17	MATTHEW COLLINS	AUG 19	CHRIS GOETZ
JULY 18	BENJAMIN BALTHASER	AUG 21	JASON TRAINOR
JULY 18	THOMAS COOK	AUG 23	DAVID JOHNSON
JULY 20	RACHEL KOZLOWSKI	AUG 23	FRANCES KARYCKI
JULY 20	DARRELL MATZ	AUG 25	RYAN PARKS
JULY 20	NATHAN MENGEL	AUG 27	JIM MIZNER
JULY 21	TAMMY DEBKOWSKI	AUG 29	ROBERT DASH
JULY 23	CHRISTOPHER BOST	AUG 29	ASHLEY KALAGE
JULY 24	DAVID HUTTON	AUG 20	JAMIE SOLOMOM
JULY 25	STEVEN KOLBE	SEPT 8	DIANE LEIBY
JULY 25	KYLE SANDERS	SEPT 9	BRAD HANDLING
JULY 28	MICHAEL VOORHEES	SEPT 9	SPENCER HOCKMAN
JULY 30	ZACHARY SIMPSON	SEPT 11	THOMAS STEMKO
JULY 31	DARRIN KEIP	SEPT 12	WAYNE MICHEL
JULY 31	SHAWN SLUSSER	SEPT 19	ERIC SLEKOVAC
AUG 1	MICHAEL BISCHAK	SEPT 29	BROCK KRUMANOCKER

SUMMER FUN

in the Counties We Serve!

BY: JOLENE FAY, RECORDS ARCHIVIST

BERKS

Daniel Boone Homestead, Birdsboro – living history, special summer events weekends, and Revolutionary War encampments!

<http://www.danielboonehomestead.org>

Hawk Mountain Sanctuary, Kempton – hiking, scenic overlooks, and summer nature programs!

<http://www.hawkmountain.org>

Angelica Park Environmental Exploration Center, Reading – geocaching, trails, and healthy living programming!

<http://www.berks-conservancy.org/learn/environmental-exploration-center-at-angelica-park>

SCHUYLKILL

Hope Hill Lavender Farm, Pottsville – lavender farm and store open Fridays, Saturdays, and Sundays throughout the summer!

<http://www.hopehilllavenderfarm.com>

The Arts Barn, Schuylkill Haven – antiques, art, handcrafted masterpieces, and summer Art and Nature Kids Camp!

<http://theartsbarn.com>

Stonehedge Gardens – gardens, art gallery, art classes and wellness expos!

<http://www.stonehedgegardens.org>

CARBON

Hickory Run State Park, White Haven – the famous Boulder Field, 40 miles of trails, swimming, and camping!

<http://www.dcnr.state.pa.us/stateparks/findapark/hickoryrun>

The Carbon County Fair, Palmerton – August 3 – 8, entertainment, exhibits, tractor pulls, and fair fun!

<http://www.carboncountyfair.com>

Skirmish USA, Jim Thorpe – spend a day outdoors battling opponents in paintball skirmishes!

<http://www.skirmish.com>

LUZERNE

The River Commons, Wilkes Barre – river front trails, summer concerts, movie presentations, and river front fitness and dance clinics!

<http://riverfrontparks.org>

The Lands at Hillside Farm, Shavertown – educational dairy farm and store, agricultural programming, and a “Field to Fork” BBQ on July 19!

<http://www.thelandsathillsidefarms.org>

Susquehanna Warrior Trail, Shickshinny – follows the Susquehanna River on the old Delaware, Lehigh, and Western rail line with access points in Shickshinny!

<http://www.susquehannawarriortrail.org>

LACKAWANNA

La Festa Italiana, Scranton – September 5, 6, and 7, live entertainment, a 5k walk/run, family fun, and of course lots of great Italian cuisine!

<http://lafestaitaliana.org>

Lackawanna River Heritage Trail, Scranton – 50 miles of trails along the scenic Lackawanna River with access points in Scranton!

<http://www.lhva.org/greenways-trails>

McDade Park, Scranton – picnicking, swimming, sports fields, and the popular Lackawanna Coal Mine tour!

<http://www.lackawannacounty.org/index.php/attractions/mcdade-park>

WYOMING

Cornstock Folk Festival, Tunkhannock – September 4, 5, and 6, an incredible line up of folk music, music workshops, arts and crafts, and yoga!

<http://cornstockfestival.com>

Susquehanna Kayak and Canoe, Falls – kayak tours and rentals along the scenic Susquehanna River, with full moon cruises in the summer!

<http://www.kayaktheriver.com>

Endless Mountains Nature Center, Tunkhannock – trails along the Susquehanna River, gardens, and summer nature day camps!

<http://endlessnature.org>

BRADFORD

Mount Pisgah, Troy – the highest point in Bradford County, with trails and scenic overlooks!

<http://www.dcnr.state.pa.us/stateparks/findapark/mountpisgah>

Towanda's First Fridays, Towanda – visit downtown Towanda on the first Friday of every month in the evening for food, fun, and entertainment!

<http://www.visitbradfordcounty.com/content/towandas-first-fridays>

NORTHUMBERLAND

Sunbury Market House, Sunbury – open Fridays, local vendors, craft shows, and fresh local produce!

<https://www.facebook.com/pages/Sunbury-Market-House/276459055787255>

Mount Carmel Farmers Market, Mount Carmel – open Saturdays, at the intersection of routes 54 and 61 in Mount Carmel township, find local produce and much more!

<https://www.facebook.com/mountcarmel.farmersmarket>

COLUMBIA

The Bloomsburg Farmers Market, Bloomsburg – Shop for locally grown produce, baked goods, fresh flowers and more every Tuesday, Thursday, and Saturday through the summer!

<http://bloomsburgpa.org/news-events/events/>

The Bloomsburg Fair, Bloomsburg – The biggest fair in the state of Pennsylvania! September 26 – October 3, entertainment, lots of fantastic food, exhibits, and so much more!

<http://www.bloomsburgfair.com/>

RBMN ANNIVERSARIES ACKNOWLEDGED

30 YEARS



Hire Date – May 1st, 1985
Shane Frederickson
Engineer - Operations

25 YEARS



Hire Date – April 22nd, 1990
Eric Quimby
Car Host/Narrator - LGSR

10 YEARS



Hire Date – April 7th, 2005
Walter Greusel
Line Service Technician - RJC



Hire Date – April 8th, 2005
Robert Harak
Mechanic - RJM



Hire Date – April 18th, 2005
Michael Evangelista
Car Host - LGSR



Hire Date – June 6th, 2005
David Hafer
Car Host - LGSR

3 YEARS



Hire Date – April 23rd, 2012
Joshua Rodney
Trackman - MOW



Hire Date – May 14th, 2012
David Hutton
Signal Maintainer - Signals



Hire Date – May 26th, 2012
Brian Barnes
Car Host - LGSR

5 YEARS



Hire Date – June 8th, 2010
Frances Karycki
AVP of Real Estate

1 YEAR



Hire Date – May 21st, 2012
Larry Weller
Track Worker - MOW



Hire Date – June 11th, 2012
Rachel Kozlowski
Human Resources – MRC



Hire Date – June 12th, 2012
Trisha Anderson
Director of Real Estate - MRC



Hire Date – June 20th, 2014
Steven Kolbe
Mechanic - Passenger



Hire Date – June 25th, 2014
Matthew Nestor
Track Worker - MOW

STRETCHING — THE — LIMITS

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF REDCREEK



Our Mission: To offer a second chance to distressed Pennsylvania wildlife through rescue and rehabilitation, public education, and by providing training for wildlife rehabilitators.

I started rehabilitating wildlife in 1991 with one goal in mind: to save as many animals as I can. Twenty-four years ago I averaged about four hundred animals in a single year, a reasonable number for one person with a few part time volunteers to assist with the work.

This past May, Red Creek admitted FIVE hundred new patients in that one month alone! Overwhelming? It would be if it hadn't been for the growth in property and personnel that we've experienced in the past few years. With four full-time staff, six summer interns, and an army of part-time volunteers, each individual animal received personal attention.

Today, that goal of helping as many animals as we can is the same, and our rehabilitation efforts aren't the only thing that has expanded. In addition to our increased ability to care for animals at Red Creek, our efforts to expand to new areas in the state are finally seeing results.

A few years ago we began developing curriculum to train new wildlife rehabilitators. About twenty individuals have taken our classes and several have begun working toward becoming licensed. This year, two new centers opened that are a direct result of the training Red Creek has made available.

Tracy Young opened Raven Ridge Wildlife Center in Washington Boro, Lancaster County. She is currently rehabilitating small mammals and plans to expand to include birds once her caging is complete. Joe and Yvonne Stierheim just received their permits this spring and have opened Native Path Wildlife Center in Somerset County. Both Tracy and the Stierheims had several roadblocks in the way to becoming licensed, including having to sell their homes and move to areas where zoning allowed for wildlife rehabilitation. The dedication they have shown to becoming licensed is a wonderful testament to the dedication they will show toward this important work.

Because interest in our training has grown, we will now be conducting two sets of classes this fall. One series in Eastern Pennsylvania is being hosted by Carbon County Environmental Center in September. This October we will be offering rehabilitation classes at Fern Hollow Nature Center, east of Pittsburgh. This will be the first time our classes will be offered in the Western part of the state.

On a more personal note, Virginia the Opossum has made a full recovery and was released back to the wild.

Virginia remained calm and quiet for her last car ride to freedom. I met up with Kim and Rick Zerr on May 1st at their beautiful home near Hamburg. We took a short walk to the back of the property to a nice area with fallen timber.

Photographs of wildlife can be quite misleading. The photo of Virginia and I, that was taken just prior to release, appears as if two souls are sharing a sacred moment. It almost looks as if Virginia is thanking me for helping her.

Everyone present knows the truth, however. In that precious moment captured in time, Virginia is growling and snapping at me. If held a little closer, she would have bitten at my face. Was I hurt or insulted? Not in the least. Her attitude told me several things: that regardless of the handling she received, Virginia was still the wild animal that she had always been. Her ferociousness revealed the health she now experiences, that she truly was ready to go and I knew she'd be ok.

I placed her on a nearby log and she climbed down and walked away. She didn't take her time, nor did she rush off. She began immediately following her nose and meandered up the hill, and she never looked back. ♦

WELCOME ABOARD

NEW EMPLOYEES



Thomas Cook was recently hired as VP of Transportation. He attended Haverford High School and Gettysburg College. Tom previously worked at CSX as Assistant Superintendent of the Curtis Bay Piers area, he was employed there for 30 years.



Darrin Keip was recently hired as a Conductor within our Operations department. He attended Pottsville High School. Darrin was previously a laborer at SAPA Industries.



Christopher Williams was recently hired as a Conductor within our Operations department. He attended Tamaqua High School. Chris was previously a Crane Operator for SAPA Industries.



Paul Meehan was recently hired as a Conductor within our Operations department. He is a recent graduate of Coughlin High School and Luzerne County Community College.



Connor Hill was recently hired as a part-time Car Host with Lehigh Gorge Scenic Railway. He attended Tamaqua High School. Connor also works in customer service at Koch's Turkey Farm.



Elijah Wilson was recently hired as a part-time Car Host with Lehigh Gorge Scenic Railway. He is a recent graduate of Northampton Area High School.



Nancy Walaitis was recently hired as a part-time Car Host with Lehigh Gorge Scenic Railway. She attended Minersville High School and McCann School of Business. Nancy was previously a caregiver for her mother and works for Boyer's grocery store in the produce department.



John Smolczynski, Sr. was recently hired as a part-time Car Host with Lehigh Gorge Scenic Railway.



Join us for one of our upcoming Lehigh Gorge Scenic Railway Bike Train excursions this summer and fall! Bring your own bike, or rent one with Pocono Biking, and take an hour train ride departing from Jim Thorpe station through the Lehigh Gorge State Park to White Haven, Pennsylvania. Once in White Haven, pedal at your own pace twenty-five miles through the Lehigh Gorge back to Jim Thorpe! Upcoming Bike Train dates are July 25 and 26, August 22 and 23, September 19 and 20, and November 7 and 8. For tickets and more information, call us at 610-562-2102.





**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218
Port Clinton PA 19549



Andrew and Carol Muller with grand children (Left to right) Sierra, Reese, and Colton, as the speeder headed out of Port Clinton on its first journey. Sierra, Reese, and Colton are the children of Christina and Justin Levan.