

R & N Magazine

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

SPRING 2015 | VOL. 17, ISSUE 2

Winner of 2015 Railway Age Regional Railroad of the Year

**Celebrating
30 Years of
Passenger Service!**

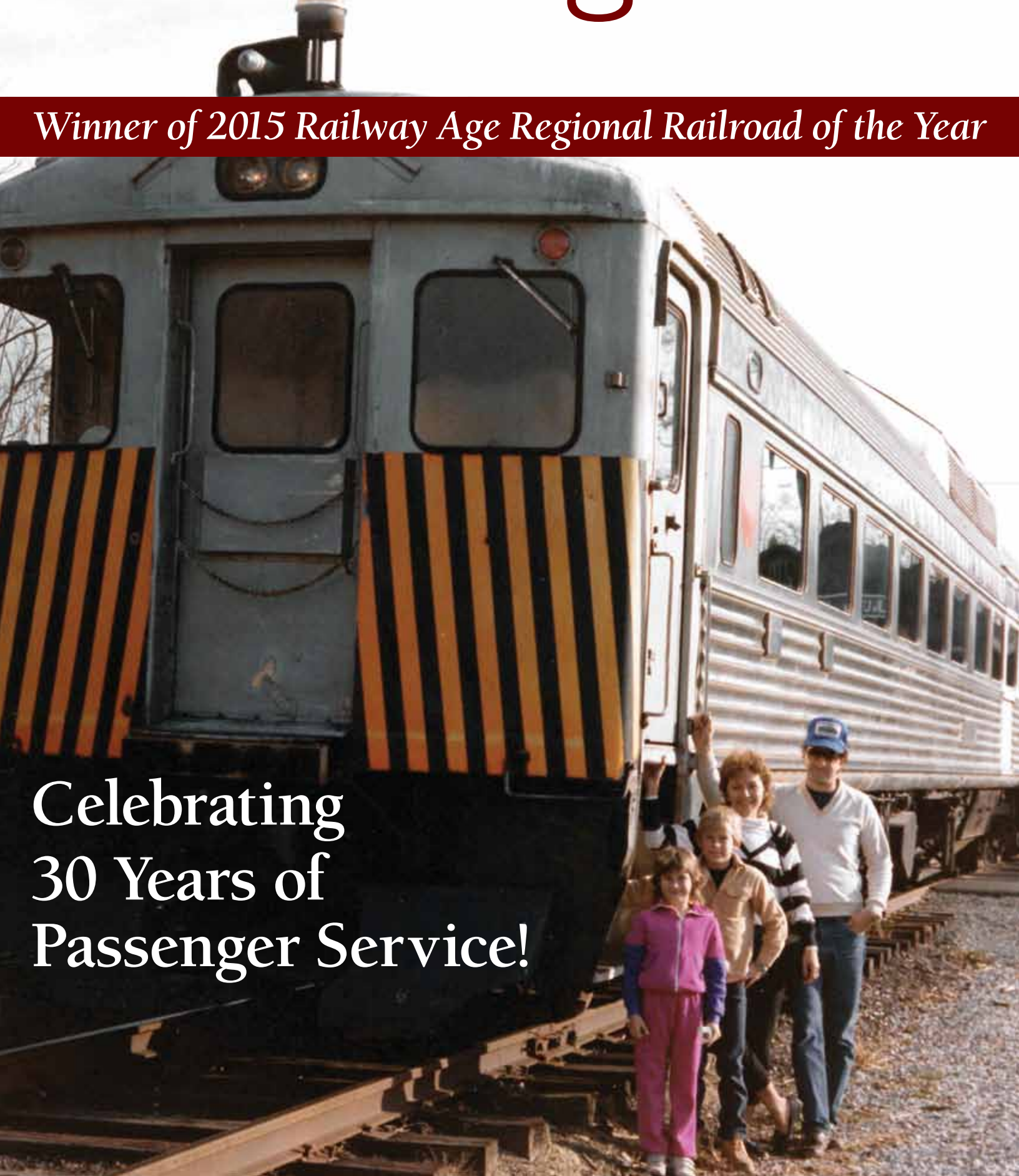


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COVER PHOTO

FRONT TO BACK: CHRISTINA MULLER-LEVAN, AARON MULLER, CAROL MULLER & ANDY MULLER, JR. READY TO BOARD THE RDC'S

EDITORS

JOLENE BUSER • FRANCES KARYCKI

KEEPING ON TRACK

BY: WAYNE MICHEL, PRESIDENT

HOLD THE PRESSES!

It's not often that a railroader gets to say that famous publishing phrase but this February I had the opportunity. I was finishing putting together the articles for our Spring Newsmagazine when Dan Gilchrist called me with exciting news.

It turned out that the editors and publisher of Railway Age had once again decided to honor us with the title REGIONAL RAILROAD OF THE YEAR. Moreover, we were told that Reading & Northern was the first three-time winner of that prestigious award.

Obviously we were thrilled with the news...and I was happy to scramble to revise the Spring issue.

As a result this issue will have a heavy focus on the attributes that led to our being repeatedly recognized as the Regional Railroad of the Year, an emphasis on customer service and an entrepreneurial approach to business development.

Our dedication to our customers is evident every day. When service disruptions throughout the region impacted our customers' supply chains over the last few months our Operating department added extra train service AT NO CHARGE in order to get "hot cars" to customers to keep them operational. And the Operating department's focus on service enabled us to meet our guaranteed two hour service window 99 percent of the time in 2014!

We work hard to keep our customers' costs down. Unlike most railroads, Reading & Northern has resisted the temptation to raise demurrage costs to our customers for over a decade resulting in some of the lowest costs in the industry. And unlike most railroads, we have maintained dozens of miles of "surplus" tracks so that we can offer customers access to convenient storage facilities at below-market prices.

In order to better serve our customers we have built a superb Traffic department. In addition to our two AVPs (Daren Geschwindt on Merchandise side and Mike Sharadin on Coal) we have four full-time experienced men and women available to manage any customer issue. And when issues arise our Traffic department is supported by our car shop team that sends out men to handle problems at the customer site and a MOW department that addresses problems and derailments on customer sidings promptly.

All of this attention to the customer helps drive

growth from our existing customers. (See articles on p.6 and on p.7). But what really excites all of us at Reading & Northern is business development. Led by Dan Gilchrist and Dennis Shaffer, but supported by everyone from our CEO Andy Muller down, it is the innovative business development program at the Reading & Northern that sets us apart from other railroads.



THE CONDUCTOR.

An example of a recent success is discussed in Dennis' article about our transload business growth (see p.5) Other success stories include our developing off line coal terminals for export coal at Fairless Hills and barge business at Leetsdale. Our investment in equipment has enabled the growth of our coal business (notably the purchase of 248 aluminum rapid discharge cars) as well as our increasing on-line business supported by our purchase of boxcars.

Thanks to the leadership of our CEO Andy Muller, we have also been able to assist customers with their trackwork needs. We regularly will build

the necessary track infrastructure for customers (when we can work it around our own busy track schedule) and when we do such work we offer excellent prices and guarantee the work for years to come. We already have two large projects scheduled for 2015 that will add thousands of additional carloads to the railroad when completed.

Being entrepreneurial also means looking beyond the next quarter. At Reading & Northern we don't focus on costs or near-term profitability. We focus on growing the business. Thanks to Andy's leadership we make strategic business decisions like buying rail cars before we need them and maintaining lightly-used tracks for some unanticipated future use. It is that long-term vision that has allowed us to offer up thousands of car spots for storage of empty cars/trains when market conditions require car owners to park their equipment. This has turned out to be a very profitable business for us, especially in challenging economic times. Simply put, if Andy had torn out and scrapped our underutilized tracks, we would not have been able to pursue the car storage business.

None of this success comes easy. It requires focus from senior management and hard work from a dedicated workforce. Our employees are key to our success. We have almost zero turnover in our employee ranks, which is a huge plus for any company. Thanks to excellent pay and benefits and working conditions that provide every employee with the opportunity for quality time with family and friends (see Wellness article on p.8 as an example of our efforts to keep our employees healthy and having fun), we keep almost every person we hire. Our goal is that every person we hire should end up retiring from the railroad at the end of their career. We are happy to celebrate a retirement of one of our long-term employees as we do in this Newsmagazine with our celebration of Vince McGuigan's career (see p.9).

By focusing on customer service, entrepreneurial business development and taking care of our employees Reading & Northern is growing our business. The press releases from both RBMN (p.4) and Lehigh Gorge (p.8) are evidence of the success of our efforts as both companies enjoyed recordbreaking years in 2014.

At Reading & Northern we are all focused on keeping on track and that is why we are once again the Regional Railroad of the Year. ♦

Reading & Northern RR Named Regional Railroad of the Year...Again.

Port Clinton, PA, March 2, 2015 ---- Railway Age magazine has named Reading & Northern Railroad its 2015 Regional Railroad of the Year. Reading & Northern is the first railroad to ever win this honor three times having been so honored in 2002 and 2011.

"Adaptability and flexibility have served Reading & Northern well through three decades, as 'The Road of Anthracite' not only adjusts to new markets and traffic flows but anticipates them, indeed seeking out those shifts and changes," says Railway Age Editor-in-Chief William C. Vantuono.

"Reading & Northern continues to stand out among its peers," adds Railway Age Managing Editor Douglas John Bowen. "It's taken home our Railway Age Regional Railroad award three times now for good reason: Not only does it keep going and growing, but it keeps adapting and innovating, in good economic

times and bad. Its corporate culture insists on doing better, on not being willing to just settle.

"We also find an attitude, an eagerness, that's uncommon beyond just the rail industry – an eagerness to see a larger picture that rail fits into," Bowen continues. "Holistic' is an overused word, but Reading & Northern tries to advance its role as service provider not only to secure a profit, but to truly benefit its customers, its employees, and the very region it serves. Lots of companies say that's their goal. R&N continues to show the railroad means it."

Andy Muller Jr., CEO and owner of the Reading and Northern said, "On behalf of the employees of the Reading & Northern I want to thank Railway Age for recognizing us for our hard work, dedication to our customers and communities and our commitment

to remaining true to our entrepreneurial foundations. We all work hard to do the best job we can and it is gratifying to be recognized for our efforts."

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 50 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill and Wyoming). It has expanded its operations over the last 20+ years and has grown into one of the premier railroads in Pennsylvania. Reading and Northern operates both freight services and steam and diesel powered excursion passenger services through its' Lehigh Gorge Scenic Railway, owns over 1000 freight cars, and employees over 180 dedicated employees. ♦

Reading & Northern Posts Record Volumes for 2014

Port Clinton, PA, Jan. 8, 2014 ---- Reading & Northern Railroad announced today that it achieved record-breaking carload volumes and revenue for 2014.

In 2014 the railroad handled 24,365 carloads which surpassed the previous record achieved in 2011, and represents a 3.2% increase in total carloads compared to 2013. This achievement is especially impressive considering the 21% decline in the anthracite coal unit train business, which fell due to severe price competition from foreign coal producers. However, the substantial drop off in unit train coal business was more than offset by 7% increases in domestic coal carloads and merchandise carloads. Reading & Northern's merchandise business, which consists of a diverse mixture of commodities including wood pulp, paper, metals, food products, plastics, forest products, chemicals, and minerals, comprises close to 80% of Reading & Northern's total traffic.

"Our record breaking volumes for 2014 are the result of our philosophy of putting our customers first" said Andy Muller, CEO and owner of the Reading & Northern. As proof of the railroad's commitment to

its customers, Muller noted that in 2014 Reading & Northern met its goal of serving all customers within a two-hour service window 99 percent of the time!

"Obviously we could not have achieved this growth and exceptional customer service with the hard work of the 180 plus men and women in the Reading & Northern family," said Wayne Michel, President of Reading & Northern. Michel also attributed the railroad's success to being privately-owned with an entrepreneurial perspective that enabled the railroad to react quickly to changing market conditions. "As a result of our local ownership, we are able to invest quickly in new facilities for ourselves and new customers to the railroad. These new facilities and new customers enable our company to grow our business. And our commitment to excellent service keeps our existing customers happy," said Michel.

As an example of Reading & Northern's investment in new facilities, Michel pointed to the development of new transloading facilities at Cressona and Penobscot. These terminals have been very successful and resulted in substantial business growth on the railroad. In recognition of the

development of these terminals, Reading & Northern was awarded the American Shortline and Regional Railroad Association marketing award in 2014; winning this prestigious award for the second time in the last five years.

Reading & Northern's sister company, Lehigh Gorge Scenic Railway, also had a record year reporting that over 72,000 visitors rode on one of its many steam or diesel-powered excursion trains.

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(L to R) Transload Manager Chris Driesbach, and Transload operators Brad Handling and Albert Seiler pose in front of stacks of aluminum ingots at the Cressona Transload.

Record Year for the Cressona Transload

BY: DENNIS SHAFFER, VP BUSINESS DEVELOPMENT

The year 2014 was a record for carloads handled through our Cressona Transload terminal. It was also a year of continued improvement and investment in the facility. In 2014 we expanded the total on-ground storage area, added concrete paving in the dock area, added security cameras, upgraded our forklift garage and office, acquired two new forklifts, and drilled a water well. Additionally we recently purchased six boxcars to increase our fleet for use in on-line shuttle moves of aluminum at Cressona.

Our customers now view the Cressona Transload as an integrated part of their over-all logistics patterns. It allows for greater flexibility in rail shipments. For example, customers often ship cars to Cressona and notify us before the cars arrive whether they will go into the transload terminal for storage, or be delivered directly to the customer. This flexibility gives our customers greater confidence in using rail, and has resulted in a significant increase in business.

In February an outside inspector representing the owner of the stored material conducted an on-site inventory of the Cressona facility, the first since we opened in late 2012. During that time we handled over 50,000 aluminum ingots through the facility and currently have over 15,000 ingots in storage. Our inventory was 100% spot-on correct and accounted for. Additionally, we got high marks for the neatness, proper maintenance, security, and especially for the way in which we store and mark the inventory. Material on every inbound car or truck is stored together as a unit and assigned a specific location code. Each unit is accessible and clearly marked with the location code, car initial and number, date unloaded, and customer reference number.

Everyone involved in the Cressona operation is to be commended for a job well done, but special kudos go to Albert Seiler, Brad Handling, Jim Somers, and Chris Driesbach. ♦

THE DOMESTIC COAL MARKET CONTINUES TO GROW IN 2014

BY: DAN GILCHRIST, EXECUTIVE VP MARKETING & SALES, & MICHAEL SHARADIN, AVP TRAFFIC-COAL

The highlight for our coal business for 2014 was the continued growth of the domestic coal market. This is a trend we've been seeing over the past couple years, and in 2014 the domestic coal market made up nearly 50% of our overall coal volume, up from only 25% in 2011

While the important export coal market is showing good signs of improving this year, it certainly has been down for the last couple years. In contrast the domestic portion of our coal business increased 7% just last year alone.

The "domestic coal market" for RBMN is mostly coal delivered to the domestic steel industry, the domestic sugar industry and the charcoal industry. The domestic steel market was the biggest driver in our domestic coal growth last year, especially for dried coal.

A decade ago we were not involved in moving any dry coal at all and at this time almost 10% of our total coal volume is dried coal in covered hoppers. As recently as last year it was only about 5% of our coal business.

This dried coal is called injection carbon and is an important component in steel production.

Dried coal is simply processed coal that's run through a dryer to remove the moisture. Before drying, most coal has 10% to 15% moisture content. After it's been dried, the moisture content of the coal drops to less than 2%. Since dried coal can't be exposed to moisture, it has to be loaded into covered hopper cars.

In addition to dried coal in covered hoppers, a good deal of the domestic coal we move for injection carbon is delivered in open top cars to large driers located along major rivers in the south. Here the coal is dried and processed into the injection carbon needed by the Steel Companies. A large part of the anthracite these companies use has traditionally come from the Ukraine or Russia via major ports in the south and moved up the Mississippi River system.

In some cases the driers receive PA anthracite in rail cars but they often need to receive this coal in barge loads off the river. This is why Mol-Dok's rail/barge transload operation at Leetsdale PA has been

increasingly important in the continued growth of this market. In 2013 we assisted them with the expansion of their unloading system to be more efficient and utilize our rapid discharge cars which we expect will help Mol-Dok to continue growing this part of the business with us.

Our domestic coal suppliers have been working hard to increase their share of the injection carbon market but have had difficulty overcoming highly subsidized pricing on the imported coal.

However, the instability and turmoil in the Ukraine has helped the domestic producers to show they can be reliable suppliers with competitive pricing and high quality carbon.

We are expecting continued growth in the domestic coal market for us next year and especially in the domestic steel market. Key to penetrating and growing this market is not only good quality carbon but also very reliable delivery to the final receiver. The excellent local service our crews are providing is an important element to this success and I know our operating department will continue to maintain the highest levels of on time performance. ♦

A Broad Traffic Base and Exceptional Service Lead to an Increase in Merchandise Traffic

BY: DAREN GESCHWINDT, AVP MERCHANDISE TRAFFIC

One of the things that makes the Reading & Northern so successful, is our wide range of commodities that we handle. Unlike some railroads, we are not tied to the success, or demise, of one specific business or industry. There are many stories of railroads that were doing great as long as “ABC Paper Mill” was going strong, but as soon as the paper industry encountered tough times, or the mill closed, the future success of the entire railroad was in jeopardy. Our wide customer base and diversity allows us to weather the storm much more easily when one industry sees a downturn. 2014 was a good example of this, with our coal traffic experiencing a 9.4% decrease vs. its 2013 volume. Despite this downturn in coal traffic, we still had a very good year and finished the year with a 3% increase in our total traffic volume. Our success in 2014 is due to the 7% increase that we saw in our merchandise traffic which includes all categories other than coal.

In 2014 we saw increases in 9 out of the 12 commodity groups that make up the Merchandise Traffic category. These increases included Agriculture, Food Products, Marcellus Shale, Metals & Construction,

Minerals, Overhead Traffic, Plastic Resin, Storage cars, and miscellaneous Merchandise. While the other 3 groups (Chemicals, Paper, and Dimensional loads) showed a decrease, those decreases were minimal.

The level of service that we provide to our customers is a key factor in many of these increases. Kane Warehouse is a good example of this. Over the years we have worked closely with both Kane and the shipper, to understand their service needs, and design the service based on those needs. Over the past few years we have consistently increased the amount of service, as the traffic levels increased, and today we are shifting the facility twice per day most days of the week.

Another item that affects this growth are our 2-hour customer service windows and our ability to hit them with a very high level of accuracy. In 2014 we were able to achieve an overall on-time arrival percentage of 99% for the year. Our day-to-day carload merchandise traffic is where the customers see the most significant impact of on-time

service. I would like to think that it's no coincidence that our merchandise traffic has increased each year since we began our 2-hour service windows in January 2012. If you look at the growth rate of our merchandise traffic for our brick and mortar customers (not including storage cars) over the past 4 years you can draw a connection between on-time service and traffic growth. At the end of 2011 our merchandise traffic was down 4%. 2012 was the first full year of our service windows, and by the end of 2012 merchandise traffic increased 2.5%. At the end of 2013 traffic was up another 13%, and by the end of 2014 up another 7% (+6.5% with storage cars included).

It's like in the movie Field of Dreams, when Kevin Costner stood in the cornfield and heard.... “if you build it, they will come”. If you provide quality service, do it on time, and do it with a high rate of consistency.... the growth will come. Customers will come to realize that they can rely on the consistent service, and start to plan their supply chain needs based on it. ♦



The PNWC crew places cars at the Yuengling Mill Creek brewery in Saint Clair, Pennsylvania. Our two hour service windows and high level of on-time service has helped to grow our traffic with many of our merchandise customers.

RBMN Customer Profile



Mixed truckload of building products ready to depart Mariotti's facility for just in time delivery to a customer.

MARIOTTI BUILDING PRODUCTS

BY: DENNIS SHAFFER, VP BUSINESS DEVELOPMENT

Mariotti Building Products is located on our Scranton Branch in Old Forge, Pennsylvania. Mariotti is a fourth generation family owned business which was founded in the early 1950s by Louis Mariotti Sr. The company grew rapidly and moved into the current facility in Old Forge in 1988.

Mariotti has several divisions, but the one most closely associated with our railroad is the Wholesale Division. The Wholesale Division receives full carloads of lumber, plywood, oriented strand board, wallboard, and other

products from mills in Canada, Northwest US, and Southeast US. Cars are unloaded and the material stored either outside in its fifteen-acre facility or in the 110,000 square foot warehouse.

Not all lumber and building products are the same; as a matter of fact there are hundreds of different grades, wood species, lengths, dimensions, thicknesses, etc. for which Mariotti must keep careful inventory control. To further increase the complexity, Mariotti also cuts full bundles of lumber on its heavy

duty trim saw to precise lengths to meet specific customer requirements.

Mariotti mixes all of these different products that arrived on many different railcars for delivery by their fleet of thirty trucks on a just-in-time basis to customers in Central and Eastern Pennsylvania, New Jersey, and New York. A single truck can contain material that came off fifteen different railcars which allows Mariotti's customers to buy just what they need for immediate use or sale. ♦



Center beam flatcars ready to be unloaded at Mariotti's siding.



Lehigh Gorge Scenic Railway Reached Record Ridership in 2014 Additional Trips Launched Along Railroad System

Port Clinton, PA, January 7, 2015 ---- The Lehigh Valley Gorge Scenic Railway broke ridership records for 2014 and added several additions to their regularly scheduled operations. Bike trains from Jim Thrope to White Haven as well as new community events were added over the course of 2014. New communities were involved in Lehigh Gorge Scenic Railway trips including: Tunkhannock, Pottsville, Minersville, Schuylkill Haven, Duryea, and White Haven.

Lehigh Gorge Scenic Railway is excited to announce that it had over 72,295 passengers experience the various train rides in 2014. Ridership expanded in 2014 due to high volumes of requests for additional train trips. Regularly scheduled trips demanded schedule additions due to fast sellouts.

Expansions of the Santa Claus Specials to reach many new communities along the railroad were a major part in this ridership increase. Trips ran in Pottsville, Minersville, Tunkhannock, Schuylkill Haven, Tamaqua, Jim Thrope. In total, 19,821 passengers visited with Santa through the holiday season this year making this a record ridership year for the Santa Claus Specials.

Community fundraiser train rides were developed through 2014. The Mountain Top Rotary Club, Anthracite Express Trip, and Annville Methodist Church all added local community rides to benefit various community organizations.

The City of Pottsville arranged its first train with Lehigh Gorge Scenic Railway consisting of two trips from the Union station. The train left from Pottsville, headed south to North Reading, and returned to Pottsville. Two trips on September 21 and November 15 were both sold out and were the start of a great partnership. The LGSRY hopes to have train specials running this route on a routine schedule throughout the upcoming year.

The new and overwhelmingly popular Bike Trains began running this spring, which ran from Jim Thorpe to White Haven where passengers were left off the train for a leisurely bike ride back to Jim Thorpe. After two sold out trains in June, there were additional trains added over the summer and in the fall per popular demand.

Fall Foliage trips were as popular as ever this past October. In fact, they sold out so fast this

year an additional two trips were added by mid September.

Andy Muller, CEO, stated, "We are overwhelmed by the tremendous support from the communities we worked with this season. We are thrilled to announce we are gearing up for another busy schedule in 2015!"

For more information regarding these trips, please contact Matt Fisher, Marketing Administrator at 610-562-2102 or via email at mfisher@readingnorthern.com

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WELLNESS PROGRAM INTRODUCTION ARTICLE

The Reading and Northern Railroad values the personal health and well being of its employees and their families. We firmly believe that the health and wellness of our employees plays an important role in the safety and success of our business. Therefore, we are laying the foundation for a healthier work environment by implementing a new wellness program.

Our objective is to design, develop, and administer an employee wellness program that is based on the needs and interests of the RBMN personnel. The Wellness Committee members are Christina Muller-Levan, Tyler Glass, Mike Sharadin, Crystal Arndt, Susan Ludwig, Frances Karycki, and Renee Sheriff. The committee is devoted to providing awareness, education, and support for a healthier lifestyle

through a series of planned events, classes, and informational literature.

The Wellness Committee is extremely excited about this new program, and we are pleased that the Reading & Northern Railroad is embarking on a new path towards a healthier lifestyle. We welcome anyone who is interested in volunteering, so if you have a particular skill or ability you think would benefit our new program, please speak up. Fresh ideas, suggestions, and volunteers are essential to the RBMN Wellness Committee; therefore we welcome anyone who desires to get involved.

To kick-off our new employee wellness program, we will start with a group hike at Hawk Mountain Sanctuary on April 25, 2015.

We will meet at the visitor center at 10:00 AM to hike the "River of Rocks Trail". It is advised to bring plenty of water and to pack lunches/snacks that are easy to carry and eat outdoors. Pre-registration for the hike is required by April 10, 2015. Additional notices will be circulated to all employees prior to the hike, but you can always contact Crystal Arndt in Human Resources for further information.

We encourage you to partake in the wellness program in whatever manner that will help you to enhance you and your family's health and happiness. So, come out, bring your family and show your support for our fun new program. We can't wait to see you there! ♦

JOB POSTING

Reading and Northern Railroad is seeking a Vice President Transportation. We are looking for a safety conscious individual to manage the day to day responsibilities of operating a customer focused railroad. Applicant should be familiar with Federal regulations and associated FRA programs. Salary commensurate with experience w/attractive benefit package. Applicant with roots in Eastern PA preferred. Apply by email to Carndt@readingnorthern.com, mail to PO BOX 218, Port Clinton, PA 19549 or fax to 484-668-6085.

Vince McGuigan Retires After 42 years of Railroading

BY: WES WESTENHOEFER, VP MOW QUALITY CONTROL



Vince, Justin, and Wes having lunch together in Pittston where Vince was presented with his retirement gift from RBMN, a \$250 gift card to Cabela's.

When Vince first mentioned to me that he was thinking of retiring soon, I did not take him seriously at all. I always thought that you need to be at least sixty two years old and have around thirty years of railroad service before you want to retire from a railroad. From my perspective, Vince was not even close to sixty years old. Not only did he look younger than 60, but his work ethic, energy level and attitude all had me fooled into thinking he was 10+ years away from retiring. Obviously, my observations were incorrect and Vince was in fact "qualified" for retirement. Now that we are approaching 60 days or so without Vince, It has started to sink in that he is not out there anymore.

Vince's RBMN career began in February of 1997. He was hired as an equipment operator and almost immediately began training on our new Mark IV Tamper. Vince's background and expertise has been heavy machinery. He spent many years running large equipment with the Erie Lackawanna Railroad and Conrail before working for RBMN. Vince was our only Mark IV operator for the first four years he was with us. As the company and our department grew, we realized that it would be advantageous to have a second tamper operator and we tasked Vince with training someone else to run it. Vince spent a great deal of time training other operators in that machine. His work did eventually pay off, especially since one of the operators he had trained has now successfully trained someone else to run the machine. That is quite an accomplishment that Vince should be very proud of.

For the last six years, Vince has been our Lehigh Division Supervisor. After Ron Gehris retired in early 2009, Vince was the perfect fit to take over as he lived just north of Pittston and spent the majority of his time

working on the tracks that make up our Lehigh Division. Vince was an excellent equipment operator, and an even better supervisor. He always put his men first and was a dedicated company man. He wasn't scared to tell you what you did not want to hear. He was honest and you always got the truth from him, no matter how hard it may have been to listen to. Vince was truly a pleasure to work with.

The best thing about Vince was his ability to have fun.....sometimes maybe too much fun. He had nicknames for half of the department, some of them I still do not understand. He cooked his men a turkey every Thanksgiving and would frequently cook out for his men whenever they were finishing up with a large project. His competitive nature led him to challenging fellow employees to rounds of golf, football games, or sprint races. All in the name of fun of course. He definitely could make a boring day exciting.

When we interview potential employees, one of our questions we ask is what three words would the person choose to describe the type of person they are if they were to take out a one page ad on themselves in a newspaper. I believe I found the three words that describe Vince perfectly; tireless, diligent, and efficient. Vince was one of those employees you can always count on to get the job done. He was always available and eager to come out late at night, when everyone else was in bed, to fix a broken rail, or a pull apart in order to keep trains moving. Vince took pride in his work, took pride in his men and took pride in his railroad. He is a good man and he will be missed. Please join me in wishing Vince good health and good luck in his future endeavors during retirement. ♦



30 YEARS IN THE PASSENGER BUSINESS

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

This coming 2015 tourist season will mark an important milestone for the Passenger Department. The Reading Blue Mountain and Northern passenger department turns 30 years old in July and the Lehigh Gorge Scenic Railway is celebrating its tenth season in Jim Thorpe.

In the early 1980's, Andy Muller, Jr. was a retired school teacher and precious metals dealer. He was also known as a railfan. So it was not surprising when a local Hamburg resident approached him about the possible abandonment of Hamburg to Temple Railroad. To stave off abandonment, Andy approached Peter Deck of Eagle Chemical Company who formed Berks Rail Corporation amongst the seven shippers on the line. Thereafter, Andy was appointed the designated operator of the state owned rail line and the Blue Mountain and Reading Railroad was formed. A switching locomotive was purchased, and freight service began as needed for the customers on September 10, 1983.

Andy's vision for the 13 mile line was to operate both freight and passenger service. In typical Andy fashion he aggressively set forth to turn his vision into reality and he turned to Therman Madeira, a longtime friend and employee, to head up the passenger operations. Passenger service was introduced to the line on

July 13, 1985 with a golden spike ceremony held at Leesport, PA. Trains ran between two stations; one being a newly built South Hamburg station and the other being a relocated Frackville freight station placed in Temple and converted for passenger service. Both stations had ticket booths, food and beverage options, souvenirs, restrooms, and parking. Many car hosts, ticket agents, conductors, and engineers made the operation their passion. There were not nearly as many resources and departments available as today. Many times, the employees did several additional duties to make sure the trains ran on time. For a time, trains ran daily between the two points, and there were more car hosts than what the LGSRY employs today.

At the inception of the railroad, Andy relied heavily on some retired and current railroaders such as Raymond Hamilton, Robert Wentzel, Charles Kachel, Andy Andrews, and Jeff Seidel. Members of the Reading Company Technical Society and Wanamaker Kempton & Southern Railroad offered much needed help as well.

Eventually, equipment consisted of 15 passenger coaches numbered in the 300 series, vista dome cars, and a generator car. Two steam locomotives were purchased, a 4-8-4 No. 2102 and 4-6-2 No. 425. Diesels were also purchased, two EMD CF-7s (600/601), two EMD E-8A diesel engines (5898/5706)

and Budd Rail Diesel Car's (9166/9167/9168). Diesel locomotives 5513 and 5308 were also borrowed from the RCT&HS to help.

During this time period, the Blue Mountain and Reading Railroad maintained an excellent relationship with Conrail. As a result, mainline passenger trips were operated over Conrail. These trips were extremely successful, carrying thousands of people to locations in Pennsylvania including Horseshoe Curve, Harrisburg, Philadelphia Zoo, Gettysburg and Philadelphia. For a weekend in 1987 the BM&R took their show on the road to Hoboken, NJ. The rail equipment was on display on Saturday and on Sunday there was an excursion operated between Hoboken and Port Jervis, NY.

The BM&R tried many different themed trains to try to attract as many passengers as possible. Easter bunny trains, Santa trains, Railfan weekend, Clown weekend and Hobo weekend were some of the more popular events. King Frost trains were also operated on the line in conjunction with Hamburg's King Frost Parade.

In 1987 the BM&R took over the operation of three additional state owned lines; Topton to Kutztown, Boyertown to Pottstown and Emmaus to East Greenville. The expansion of BM&R's footprint allowed the railroad to tap

Many folks started with the Blue Mountain and Reading Railroad in the Passenger Department and worked their way in to full time positions with the railroad.



Chris Bost started working part time with the BM&R in February 1986 and was hired full time in 1988. Chris is currently in the Operations Department an engineer with the railroad. Chris is seen in the cab of the 2102 in 1991 in Pennsylvania.



Rich Bader (left) started part time in June 1987 as a Car Host and hired full time in December 1990. Rich currently works in the Operations Department as a locomotive engineer. Leo Davis (right) started part time in 1988 as a Car Host and was hired full time with the RBMN in October 1992. Leo currently works in the Operations Department as a dispatcher. Leo and Rich are seen at Temple in the late 1980s.



Duane Engle started part time as a Car Host for the BM&R in 1985 and was hired full time with the railroad in 1989. Duane is currently working in the Maintenance of Way Department as the AVP Track Structures. Duane is pictured here in a passenger coach in 1985.



Daren Geschwindt started working for 425 Concessions in May 1992 and was hired full time with the RBMN in March 1994. Daren is currently working in the Marketing and Sales Department as the AVP Merchandise Traffic. Daren is seen at South Hamburg in July 1992.

into other regions to provide quality passenger excursion. This additional exposure would serve BM&R for years to come.

The year 1990 would mark a dramatic change in the railroad. Conrail was spinning off its 130 mile Reading Cluster and Andy was focused on landing this prize. With Andy's excellent reputation he established in his seven years in the industry he convinced Wayne Michel at Conrail that he was the right choice to operate the line. December 15, 1990, the Reading Blue Mountain and Northern, affectionately known as the Reading and Northern, started up operations. This piece of railroad, predominantly in the anthracite coal regions, was in poor physical shape but had great potential. Most of the energy was focused in resurrecting the rail infrastructure and building the freight business but there were some passenger excursions on the new railroad.

Subsequently, the BM&R passenger service quietly ended between Temple and South Hamburg in the mid 1990's.

In 1995, with the exception of the line between Temple and Hamburg, the operation of the state railroads came to an end.

Andy would again purchase a large portion of railroad from Conrail. The Lehigh Middle

Cluster was purchased and Andy assumed operation of that cluster on August 19, 1996.

By the early 2000s the railroad had grown into a 320 mile powerhouse operating in nine counties.

Although freight operations were the primary focus the passenger operations were not dead in the 1990s and the early 2000s. There were Fall foliage and some mini trips operated out of a few communities and other excursions, but passenger was nowhere near what it had been in the late 1980's.

The year 2005 would be a dramatic turning point. The opportunity to operate out of Jim Thorpe station popped up at this time and the Lehigh Gorge Scenic Railway was born. The town of Jim Thorpe provided a great deal of tourism and a great spot to anchor a passenger operation.

Andy and Therman would take all of their knowledge and lessons learned from the 1980s and give it another go in the passenger arena.

It didn't take long to see that the LGSRY was going to become a successful venture. With the beautiful passenger equipment already on hand and a beautiful ride along the Lehigh River. LGSRY quickly added additional trips to the menu at Jim Thorpe, as the potential was clearly larger than anyone anticipated.

Now that there was a regular passenger division operating on the railroad again it gave us the opportunity to ramp up our efforts and provide a quality excursion service to a great portion of eastern Pennsylvania.

The foundation laid by the Blue Mountain and Reading Railroad has enabled the LGSRY to blossom into a nationally recognized tourist passenger operation. Operating primarily over RBMN trackage throughout eight counties and into the Lehigh Gorge State Park, it has become the main railway attraction in northeast Pennsylvania. An added feature of the LGSRY's operation is the running of special rail excursions. Our friendly, professional employees travel to locations all over the RBMN and are the key to our success. They are on the front line of customer relations and public relations for the entire railroad. Time and time again, customers email and answer survey questions and refer to the high professional standards of the passenger crew.

Continued on page 12.

Decades later some dedicated individuals are still an integral part of the passenger operations.



Car Host Bob Dash.



Conductor/Car Host Darrell Matz.



Car Host Dawn Bubeck and Conductor/Car Host Bill Bubeck.



Conductor/Car Host John Rizzo.



The two men that made it all happen, Therman Madeira (left) and Andy Muller Jr. (right).



Chris Bost and Shane Frederickson.

Continued from page 11.

The 2014 season for the passenger department has been our most successful and rewarding year to date. Throughout the season we added multiple excursion trains in addition to our regularly scheduled LGSR trips. LGSR ridership this year totaled over 70,000 riders and the passenger department generated more than one million dollars in revenue. Of special significance is the fantastic Christmas season the LGSR experienced. Operating in conjunction with the LGSRY in Jim Thorpe Santa Claus trains, were also run in Tunkhannock, Pottsville, Minersville, Schuylkill Haven and Tamaqua. All totaled these Santa trains enabled over 19,000 passengers old and young to enjoy seeing Santa Claus, his helpers and celebrate the Christmas season. For the first time in many years on Saturday, February 14, the LGSRY ran a Port Clinton to Jim Thorpe special celebrating both Valentine's Day and Jim Thorpe's Winter Fest festival.

This year the passenger department looks forward to serving the communities both far and wide on the railroad and for many years to come. If it's regular scheduled round-trip rides into the Lehigh Gorge, the PA Dutch Treat Trains, Bike Trains, Santa Claus Specials, or other special events, please take the time to meet our passenger crew and ride our trains this season. Keep up-to-date on our train rides by visiting www.lgsry.com.

Passenger personnel

Although this is the 30th year, there are some things that do not change. On any given weekend you can see Andy and Therman overseeing the passenger trains. Shane Frederickson and Chris Bost are still operating steam locomotive 425. Rich Bernhardt, Darrell Matz, Lisa Matz, Bob Dash, Eric Quimby, David Hafer and John Rizzo are still working on the passenger excursions.

Many people contributed much time, effort, and devotion to the railroad. We'd like to recognize people who were involved with the department early in its existence, and some are still employed with the department today. Thank you for your service. ♦

- | | |
|---------------------------|-------------------------|
| Jim Andorker | Alan Hunsberger |
| Andy Andrews | Charlie "Kokomo" Kachel |
| Rich & Kay Bader | Rick Kantner |
| Mike Bedner | Eugene Klingner |
| Ralph Bender | Mike Kolbe |
| Rich Bernhardt | Carla Kramer |
| Diane Best | Kelly Kuhns |
| David Bolton | Amy Leibensperger |
| Kathryn Bolton | Sam Lenhart |
| Chris Bost | Bob Lewis |
| Dennis & Georgine Bricker | Bonnie Madeira |
| Joe Brinsko | Darrell & Lisa Matz |
| Frank Bryson | Marian Mengel |
| Bill & Dawn Marie Bubeck | John Miller |
| Amy Burkhart | Harry Moore |
| Jim Cashman | Lynn Morello |
| Bud Chase | Aaron Muller |
| Harold Clevenstin | Carol Muller |
| Bob Dash | Tina Muller-Levan |
| Leo Davis | Paul Myers |
| Karen Diehl | Pete Patterson |
| Mr. & Mrs. Bill Ebelhar | Greg Pawelski |
| Rochelle Ebling | Grant Printz |
| Duane Engle | Eric Quimby |
| Warren & Linda Erdman | Ralph Renno, Jr. |
| Ron Foreman | Dennis "Butch" Reppert |
| Nancy Fisher | George Rineer |
| Bill Frederickson | John Rizzo |
| Chad Frederickson | Jim Schlegel |
| Duke Frederickson | Jeff Seidel |
| Shane Frederickson | Loretta Semmel |
| Kermit Geary | Mary Kay Sharadin |
| John Geib | Dave "DJ" Shirey |
| Daren Geschwindt | Irene Smith |
| Steve Gilbert | Tom Stemko |
| Tyler Glass | John Stoudt |
| Oscar Graeff | Gerry Stump |
| Marty Griesemer | Edgar Teahl, Jr. |
| David Hafer | Mike Tillger |
| Gary Hall | Gary Upton |
| Raymond Hamilton | Paul "Sleepy" Vollmer |
| Mike Harting | John Warda |
| Eric Harvey | Bill Weidner |
| Ed Heck | Bob Wentzel |
| Bob Hershberger | Craig Werley |
| Beverly Hess | Sue Wessner |
| Eric Hessler | Jaimee Wetzel |
| Tom Hill | Alex & Andy Wood |
| Jenny Hippert | Tom Yoder |
| Tom Hughes | Don Young |

*If anyone was forgotten on this list, it was not intentional

1988 RAIL EXCURSIONS FOR THE WHOLE FAMILY!

| | | |
|---|--|---|
| <p>May 8th Jim Thorpe, Pa.</p> <p>Join us on an steam rail tangle to the "Switzerland of Pennsylvania" in the Blue Mountain & Reading Class 141, No. 2102. Spend 4 hours visiting attractions including the Joe Packer Mansion, Harry Packer Mansion, Hillman's Room, Jones-Correll R.R. Station, plus many and varied small shops featuring curries, antiques, gifts, specialty foods and much, much more!</p> <p>Admission prices to attractions which charge—not included in fare.</p> <p>FARE: \$39.00 each</p> | <p>May 21st Gettysburg, Pa.</p> <p>Relive history with the Blue Mountain & Reading Railroad as we travel back toGettysburg behind steam locomotive No. 2102. We'll travel the Gettysburg route in the Civil War's most famous 1 day excursion—Gettysburg, Pa. We'll tour the battlefield, feel the excitement and witness the outcome of this great encounter between north and south.</p> <p>This is one trip you don't want to miss! Being your camera! There will also be a glass antique and the market street fair within walking distance.</p> <p>Beautiful lunch and transportation to and from Gettysburg Railroad Station included in fare.</p> <p>FARE: \$62.00 each</p> | <p>June 11th Harrisburg Capitol</p> <p>What is impressive, educational, inspiring, beautiful and right here in Pennsylvania! The answer is simple, it is our State's Capitol. From the moment and life work in the floor to the actual glass windows to the majestic paintings—Pennsylvania's Capitol Building in Harrisburg, PA will amaze and fill you with wonder! Complementing this historic excursion, will be Steam Locomotive #1102, the Bachelski Rodgers - Amtrak Station - the Blue Mountain of Pennsylvania and the many & varied shops of Strawberry Square Mall. See how hard where our State Legislature gather and work to keep Pennsylvania the Keystone State. All attractions within walking distance.</p> <p>FARE: \$36.00 each</p> |
| <p>July 9th Philadelphia Zoo</p> <p>It's an opportunity of a lifetime! You can relive your fondest childhood memories by riding the Blue Mountain & Reading Railroad steam locomotive, #2102 to the PHILADELPHIA ZOO. Spend an enjoyable day viewing various exotic animals at one of our nation's most prestigious zoos. It's your time to treat your children to a day they will never forget—the day they took the steam locomotive to the Philadelphia Zoo. Order three tickets early. Admission and housing from Station at Philadelphia to Zoo included in fare.</p> <p>FARE: \$36.00 each</p> | <p>October 9th Heritage Days Festival, Tamaqua, Pa.</p> <p>Ethnic foods, antique cars, working blacksmith shops, music, horse shows, turkey and chicken, crafts, horse made apple cider and more awaits you at the Heritage Days Festival in Tamaqua. The BM & R is going to follow 1 of the oldest rail routes in the country—the PK&R and the Little Schuylkill Navigation Railroad as we journey to the "Land of the Beavers" during the height of the fall foliage season behind diesel #5113 & #5108—"A Real Treat".</p> <p>FARE: \$29.00 EACH</p> | <p>October 16th Autumn Splendor, Jim Thorpe, Pa.</p> <p>Jack Frost will have been working overtime and you'll get a chance to view his handiwork as never before. Steam locomotive No. 2102 will be hauling and pulling over the mountains and through scenic valleys painted red and gold all the way to destination Jim Thorpe and the Jones-Correll R.R. Station. You'll take open window coaches reminiscent of a bygone era and spend 4 hours viewing this historic village named for one of America's greatest athletes. Small curio shops, Victorian Architecture, exquisite attractions make Jim Thorpe, Pa. a town out of time. Order three tickets early!</p> <p>FARE: \$43.00 each</p> |
| <p>December 3rd "Gallery Shoppers' Special", Philadelphia, Pa.</p> <p>Save some "ALL ABOARD" for The Gallery Shoppers' Special! There is no better time to visit the "Big City" than the Christmas season. You'll spend the day shopping Philadelphia's famous Gallery at Market Lane, under the lights, decorations and excitement only the Christmas holiday can create. Do something different this holiday season. Ride steam locomotive No. 425 and join Santa and the Blue Mountain & Reading Railroad in the spirit of Christmas aboard the "Gallery Shoppers' Special". You'll love it!</p> <p>FARE: \$36.00 each</p> <p>FOR ADVANCED TICKET SALES AND INFORMATION WRITE OR CALL : 425 Concessions, Inc. c/o BLUE MOUNTAIN & READING RAILROAD PO Box 425 Hamburg, PA 17526 (215) 562-1083</p> <p>OFFICE HOURS: MONDAY - FRIDAY 9:00 A.M. to 4:00 P.M.</p> <p><i>"The Spirit of Pennsylvanian Service"</i></p> | | |

An advertisement poster from 1988 showing the various Pennsylvania destinations made available by the BM&R.

The Early Years



L-R: Andy Muller, Jr. & a Conrail pilot in 1988 observing RBMN 425 and NKP 765 maneuvering through the Temple Yard.



L-R: Andy Andrews & Charlie Kachel on the Reading T-1 2102.



Bill Bubeck really getting into the Clown Weekend.



Crew for the E-8's at Temple Station L-R: Tom Hill, Charlie Kachel, Marty Griesemer, Frank Bryson, Jim Andorker & Chris Bost on May 7, 1989.



Some of the crew from the train that went to the 1987 Constitution Celebration in Philadelphia L-R: John Stoudt, D.J. Shirey, Andy Muller, Jr., Bill Frederickson, Fritz Roehrig.



The Easter Bunny and all his little helpers at Temple Station.



Three generations of Frederickson's on the T-1 2102. L-R: Shane Frederickson, Duke Frederickson, and Bill Frederickson.

The Early Years



Car Host Georgine Bricker.



Harold Clevensine talking to some young riders in his hobo regalia.



Jeff Seidel at the controls of Reading T-1 2102.



Duane Engle preparing a food tray in the Muller's private car on an off-line trip on the Perkiomen Branch.



L-R: Kay Bader, Rich Bader, Frank Bryson, Rochelle Ebling taking a lunch break at Jim Thorpe in 1988.



Car Host Joe Brinsko posing outside Temple Station.



Crew taking a break at the Hoboken Rail Festival (New Jersey).



L-R: Ralph Bender (Temple Ticket Agent), Raymond Hamilton (Conductor), Charlie Kachel (steam locomotive engineer), Marty Griesemer (Car Host), and Bob Wentzel (steam locomotive engineer).



L-R: Joe Brinsko (back shot) Ed Teahl, Jr., Lisa Matz and Leo Davis going over details before first trip of the day.



Mike Tilger tightening bolt on the Perkiomen Branch.



L-R: Rich Bernhardt and Greg Pawelski with BMRG advertising display.



Rich Bernhardt at the controls of RDC car with Bob Wentzel overseeing the operation.



The Muller family's chef on off-line trips, Sam Lenhart.



Santa and all his elves at Temple Station.



Taking a break at rules class L-R: Charlie Kachel, Beverly Hess, Shane Frederickson, Colleen Bost, Marian Mengel.

The Early Years



July 1985 EMD-CF7 Engine 600 at Golden Spike Ceremony in Leesport, Pennsylvania.



L-R: Jim Andorker, Ed Teahl, Jr., and Marty Griesemer taking at lunch break at Temple Station.



Therman Madeira making comments to WFMZ-TV before a trip.



L-R: Nancy Fisher and Irene Smith taking a short break in the off-line trip baggage car



Steam Engine No. 425 running a passenger trip on the Perkiomen Branch between Emmaus and Pennsburg.



Visiting NKP 765 and RBMN Engine 425 passing in Temple Yard, Pennsylvania.



Steam Engine No. 425 at our very first off-line trip to Souderton, Pennsylvania for the Souderton Railroad Days.



PRR E8's 5706 & 5898 at Port Jervis, New York.



Temple Station after construction is finished.



South Hamburg Engine House being constructed.



Temple Station while being constructed.

RONDA LYNN MICHEL'S FIRST CHILDREN'S BOOK

Ronda Lynn Michel, wife of RBMN President Wayne Michel, has just published her first children's book.

WHEN THE WORLD WAS GRAY was written and illustrated by Ronda. The book is a magical tale about a time when the world lost all of its beautiful colors and turned to gray and how two children managed to restore color into the black and white world.

The book is available on Amazon.com. Ronda is also selling signed and personalized copies. She can be reached through her website at www.rondalynnmichel.com, or by email at rondalynnmichel@comcast.net.

WHEN THE WORLD WAS GRAY



Story and pictures by Ronda Lynn Michel

Safety

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

As I write this article we are experiencing an absolutely brutal winter for the second year in a row. As usual, the MOW and Operations teams are working together to fight mother nature and keep the railroad operating as smoothly as possible. However, being proactive doesn't always mean you can keep ahead of the weather.

One of the statistics we keep at the railroad is customer service on time performance. We had 99% on time deliveries in 2014 to our customers. You can imagine the bar has been set pretty high. And while that is an important statistic and one we take seriously, no aspect of our service should ever trump the safety of our employees and the public.

Safety must continue to be the foundation on which the railroad operates. At the end of the day getting the car to the customer in a safe manner and our employees home is the number one goal. But regardless of our desire to get trains over the road and get customer's cars delivered, we should never take shortcuts when there is a safety issue.

We have an extensive training program and at

our annual rules class we review the previous years' issues, other railroads mistakes/lessons, and rules and guidelines to hopefully prevent repeat occurrences. Our employees are armed with the knowledge and tools that should enable them to perform safely on the railroad.

Our field employees have been faced with ongoing brutal temperatures and icy conditions day after day. Working outside in these conditions is grueling and the additional challenges the adverse weather brings to the job can wear you down quickly. Snow and icy conditions will generally make even the simple tasks tough, often requiring more time to execute the planned workload.

Additionally, as one can expect, operations do not always go as planned.

Of course when we are faced with adversity (be it extreme cold weather, bad storms, or in general battling with mother nature) we must continually communicate with our customers to let them know the status of our progress. Our traffic team is in constant communication with our customers when we encounter problems. While email is a great tool, the

good old telephone still is an effective way to report our progress. Our customers are very understanding when we are having weather related problems just as we are when they encounter issues on their end. It's give and take.

This give and take idea also assists in promoting a safety culture. As we give training, give statistics, and give examples of safe working situations it is more valuable if we also take. We take feedback from employees on how the safety measures are helping get the job done safely and efficiently. We take lessons learned from others and use them to move forward in promoting a culture of safety. As we build our attitudes, beliefs, and perceptions on working safely and efficiently, we build a culture of safety and efficiency that will last longer than the training classes. It results in a day in, day out focus on doing the job right, doing the job safely, and providing an exceptional service to our customers.

Finally I would like to express our appreciation for all of our employees who work outside in the brutal winter environment. ♦

RBMN ANNIVERSARIES ACKNOWLEDGED

30 YEARS



Hire Date – January 1st, 1985
Therman Madeira
Executive VP of Special Projects



Hire Date – January 10th, 2005
Christopher Driesbach; Mgr.
Transload Ops. and Cust. Svc. - Traffic



Hire Date – January 10th, 2005
Matthew Johnson; Lieutenant
AVP-Community Relations - Police



Hire Date – January 10th, 2005
Jason Witner
Welder/ Track Inspector - MOW

10 YEARS

5 YEARS



Hire Date – March 15th, 2010
Gerry Feissner
AVP of Passenger



Hire Date – March 22nd, 2010
Curtis Cibello
Conductor 3 - Operations



Hire Date – March 22nd, 2010
Carter Jones
Conductor 3 - Operations



Hire Date – March 22nd, 2010
Eric Slekovac
Conductor 3/ PT Dispatcher – Ops.



Hire Date – March 22nd, 2010
Michael Voorhees
Conductor 3 - Operations



Hire Date – March 29th, 2010
Bradley Handling
Machine Operator Class 2 - MOW
Fork Lift Operator Cressona Transload



Hire Date – March 29th, 2010
Mario DeMarco
Prentice Truck /Mach. Op. Cl. 2 - MOW



Hire Date – March 29th, 2010
Brendle Stufflet, Jr.
Bridge Asst./ Mach. Op. Cl. 3 - MOW

3 YEARS

1 YEAR



Hire Date – January 3rd, 2012
Matthew Fredmonski
Patrolman - Police



Hire Date – January 30th, 2012
John Brown
Trackman 1 - MOW



Hire Date – March 14th, 2012
Michael Painter
Patrolman – Police



Hire Date – March 3rd, 2014
Alvin Rineer
Conductor 1 - Operations



Hire Date – March 3rd, 2014
Raymond Zweig
Manager of Passenger Services

EMPLOYEE SPOTLIGHT

BY: CRYSTAL ARNDT, HR ADMINISTRATOR



Congratulations Chad!

I am pleased to introduce this quarter's "Spotlight Employee"; Chad Frederickson. Chad came to work for RBMN in April of 1996 and is currently an Engineer within our Operations department.

Chad was born in Pottsville, PA and raised in Hometown, PA. Prior to coming to work for RBMN, he was working at KME Firer Apparatus.

In his spare time, Chad enjoys spending time with his family and friends. He also likes to go shooting, do stuff around the house, play with model trains, and drive his 64 Chevy.

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

Not a Word was Spoken

There comes a time in your life when you walk away from all the drama and the people who create it.

You surround yourself with people who make you laugh....forget the bad and focus on the good.

Love the people who treat you right, pray for the ones who don't.

Life is too short to be anything but happy.

Falling down is a part of life. Getting back up is living.



Happy Birthday!

| | | | |
|--------|----------------------|---------|--------------------|
| APR 3 | DAREN GESCHWINDT | MAY 11 | DEANNA JOHNSON |
| APR 5 | ADAM STUMP | MAY 11 | AARON SCHLOSSER |
| APR 6 | CRYSTAL ARNDT | MAY 11 | RENEE SHERIFF |
| APR 7 | JARED COLLER | MAY 22 | GERALD FEISSNER |
| APR 8 | JOHN WALAITIS | MAY 24 | LISA MATZ |
| APR 10 | KASEY HERMAN | MAY 26 | MARIO DeMARCO |
| APR 11 | LEO DAVIS | MAY 29 | THERESA KATTNER |
| APR 12 | AARON CASSEL | MAY 29 | JEFFREY SONDAY |
| APR 14 | GENE BUECHLE | MAY 31 | KATIE BONNER |
| APR 15 | AARON SNYDER | JUNE 2 | WILLIAM SOLOMON |
| APR 16 | JEFFREY BAVITZ | JUNE 3 | CURTIS CIBELLO |
| APR 18 | EDWARD PHILBIN | JUNE 4 | TRISHA ANDERSON |
| APR 19 | AARON MULLER | JUNE 5 | ERIC QUIMBY |
| APR 23 | KERRY KEHLER | JUNE 7 | TIMOTHY BARNES |
| APR 30 | EDWARD KOPECK, III | JUNE 8 | ALEX MAURY |
| MAY 6 | JOANNE EVANS | JUNE 10 | PETER COLLINS |
| MAY 8 | VICTOR GAVINSKI, III | JUNE 12 | CHRIS DRIESBACH |
| MAY 8 | ANTHONY VERBYLA | JUNE 18 | DENISE KACSUR |
| MAY 9 | EUGENE BOYLE, JR | JUNE 27 | CHRISTOPHER PETERS |
| MAY 9 | GORDON CLARK | JUNE 28 | IAN McKEOWN |
| MAY 9 | WES WESTENHOEFER | JUNE 30 | JASON WITNER |

Harsh Winter Takes Toll on Wildlife

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF REDCREEK

The frigid temperatures seen this past winter have had a definite impact on wildlife. Usually a slow patient season for Red Creek, averaging only a dozen or so animals in January and February, we received over seventy critical adult animals in those two months alone. Many injuries were from automobile accidents and failure to thrive due to the extreme weather. Trapping injuries were also a frequent cause of distress for many animals.

A number of arctic species, rare visitors to Pennsylvania, were driven south in large numbers by the harsh weather. Red Creek received, and released, a Snowy Owl for the first time in twenty-three years. The owl's release received national attention (thank you Andy for helping with that) as well as kudos and a news release from the PA Game Commission.

Two rough-legged hawks were admitted after being injured by traps set for fur. One of these was too badly injured and couldn't be saved. The second is recovering well, and an early spring release is planned.

Family, friends and employees of the Reading and Northern Railroad were also busy rescuing wildlife this winter.

Following an overnight storm of sleet and freezing rain, yard workers at the Cressona yard found a dove struggling on the ground. They called Michael Painter, a patrolman with the railroad police department who found the bird frozen into the ice. Thinking quickly, he worked the bird loose by slowly and carefully thawing the ice with his morning cup of hot coffee. He then wrapped it in a soft towel to retain its body heat.

The Mourning Dove was rushed to Red Creek where it was treated for hypothermia and frostbite. Because of patrolman Painter's quick action, the damage to the bird was minimal,

and it only lost one toe. The otherwise healthy dove was released ten days later.

Tia and Aaron Muller had an unusual visitor in early February. A raccoon had taken refuge in their garage during the night after being severely injured by a trap. To escape, the raccoon had chewed off its tail and part of the rear foot. Its struggle also injured joints and tendons in the rear leg. Aaron contained the raccoon, and it too was rushed to Red Creek.

The tail and foot wounds healed quickly, and the raccoon rested and ate well. The joints, however, were severely injured and after a month of healing, painful arthritis began to cripple the leg. Releasing an animal is our ultimate goal, but putting one to sleep is sometimes the only option remaining, and never an easy decision. When it became evident that the raccoon would remain in pain and could not be set free, it was given the iotheri release, the release from pain and suffering.

Among all the activity and fanfare, quietly in the background remains Virginia, the opossum that was found by Kim and Rick Zerr, and was featured in last quarter's R+N Magazine. Virginia had originally arrived with facial fractures and a broken jaw, needing long-term critical care.

Virginia has now completely recovered and is enjoying her downtime at Red Creek. Her injuries are hardly noticeable now, and she fattened up considerably from a good diet and easy life. Virginia has completely missed the harshness of this past winter and thrived sleeping in a plush cat bed, warm temperatures and enjoying a diet of chow and vegetables.

A spring release is planned, and arrangements will be made with the Zerr family to return her to near her original home. ♦



Patrolman Michael Painter hands the frozen Mourning Dove to Kat Hummel.



Mourning Dove released.



Mourning Dove wrapped in a towel to retain body heat.



Peggy prepares to release the Snowy Owl.



Rough-legged hawk recovers from a leg fracture.



Virginia Opossum — 4 months after the accident.

NEW ADDITIONS TO THE READING AND NORTHERN FAMILY!



Congratulations to Dustin (Director – Motive Power) and Denise Berndt on the birth of their second son, Devin Ruben Berndt. Devin was born on February 26, 2015, weighted 9 lbs., 9 ozs. We'd all like to welcome Devin to our Reading & Northern family!

Katie (Purchasing Agent) and Tom Bonner welcome Maddox James Bonner on January 14, 2015 into a loving family of five! Maddox weighed 7 lbs, 7oz



COINCIDENCE OR NOT?

IF...

ABCDEFGHIJKLMN OPQRSTUVWXYZ

EQUALS...

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26

THEN

K + N + O + W + L + E + D + G + E

11 + 14 + 15 + 23 + 12 + 5 + 4 + 7 + 5 = 96%

H + A + R + D + W + O + R + K

8 + 1 + 18 + 4 + 23 + 15 + 18 + 11 = 98%

BOTH ARE IMPORTANT, BUT FALL JUST SHORT OF 100%

BUT

A + T + T + I + T + U + D + E

1 + 20 + 20 + 9 + 20 + 21 + 4 + 5 = 100%

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



Steam Engine No. 425 and former PRR E-8 diesel Eng. 5898 at the Hoboken Festival in New Jersey.