

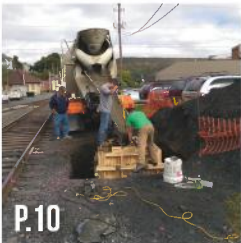
R & N Magazine

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

SPRING 2017 | VOL. 19, ISSUE 2



TABLE OF CONTENTS



Keeping on Track.....	P. 3
The Environmental Benefit of Moving Freight by Rail.....	P. 4-7
Serving Our Environment.....	P. 8
RBMN Facilities.....	P. 8
The Environment and the Reading & Northern Railroad.....	P. 9
Tamaqua Interlocking Now in Service.....	P. 10-11
RBMN Press Release: Reading & Northern Hires Bill Clark as SVP Coal.....	P. 11
RBMN at Work.....	P. 12-13
New for 2017.....	P. 14
Maritime Academy Charter School.....	P. 15
Welcome Aboard!.....	P. 16
Employee Spotlight.....	P. 17
Happy Birthday.....	P. 17
Safety – Spring 2017.....	P. 18-22
In Loving Memory.....	P. 23
Our Wildest Patient Yet.....	P. 24-25
Pet Adoption Weekend at the Humane Society.....	P. 26-27
A Dog’s Purpose.....	P. 27
World for Dolphins Day.....	P. 28-29
Wellness Corner.....	P. 30-31
RBMN Knoebels Picnic.....	P. 32-33
Anniversaries.....	P. 34
RBMN Family Recipes.....	P. 35

COVER PHOTO

THE NRMV (NORTH READING TO MINERSVILLE) LITE WEIGHING 88 EMPTY HOPPERS THROUGH THE SCALE ON APRIL 22, EARTH DAY AT NORTH READING YARD TO TAKE NORTH TO READING ANTHRACITE FOR UPCOMING INDEXING OF EXPORT COAL. PHOTO BY TONY WEACHOCK, RBMN CONDUCTOR.

EDITORS

JOLENE BUSHER • CRYSTAL ARNDT

ALL PHOTOS ARE THE PROPERTY OF THE RAILROAD UNLESS OTHERWISE MENTIONED. THIS MAGAZINE IS PROUDLY PRINTED ON RECYCLED PAPER.

KEEPING ON TRACK

BY: WAYNE MICHEL, PRESIDENT



Earlier this year Erik Yoder, our VP MOW, suggested we dedicate our Spring issue to the environment. Erik noted that Earth Day and Arbor Day come in late April, April 22nd and 28th respectively. Given that our owner/CEO Andy Muller Jr. is a big

environmentalist, Erik's suggestion seemed like a great idea. So please enjoy this issue focused how RBMN and the railroad industry are good for the environment.

Many of us who grew up in the sixties remember a time when being an environmentalist meant supporting clean air and clean water. Over the last fifty years the definition of being an environmentalist has changed and currently there are huge political fights over the role of the Environmental Protection Agency, an agency formed under President Nixon.

I do not believe in using this column for politicking so I will refrain from entering the current debates.

Instead I will talk about the part of the environment I most notice - the weather.

As is my pattern I spend much of the winter working in south Florida where the winter weather is good even when it is bad. But even in Florida I noticed the amazingly mild weather enjoyed in the Philadelphia region where I live. So when I arrived home in early March I expected more of the same.

Boy was I wrong. The first week I was home

we were hit by a good deal of snow, which thankfully melted within a few hours. It looked beautiful on the trees and we were happy not to have missed the beauty of winter. That was we were happy till the following week when the forecast called for a blizzard. Around Philadelphia it turned out the forecast was wrong, but we did end up with about 6 inches of awful ice and snow. For most of the railroad the forecast was spot on. As told in Tom Cook's excellent report on p.x the winter storm of March 2017 was bad and the entire railroad and region were basically shut down.

On top of the snow the last 3 weeks of March were very cold. According to the Philadelphia Inquirer March was actually colder than February by two degrees; the first time that had happened in 33 years.

Thankfully we all survived March's surprising weather and as I write this it is April and a beautiful mild day.

With Spring comes the task of preparing our railroad for the year ahead. One critical task is vegetation management. As reported by Erik Yoder on p. z RBMN goes out of its way to handle this critical task in an environmentally benign manner. RBMN minimizes the use of chemicals to control brush. We go to great lengths to encourage the growth of native species and to eradicate the spread of invasive plants.

Erik also explains how we go out of our way to protect all animals along our tracks. I remember how surprised I was to find out while hailing the efforts RBMN takes to protect rattle snakes; candidly I was more concerned with protecting myself!

The point of Erik's article is that RBMN, under the direction of Andy Muller, goes out of its way to protect the environment along

our property.

Andy has also put his money where his mouth is. Not only has he purchased electric cars to taxi our employees but he has incited employees to purchase electric cars by giving them rebates and building charging stations at our headquarters.

Beatification of the environment doesn't stop with vegetation management at RBMN. Andy has spearheaded a strict graffiti eradication initiative which involves the removal of graffiti on all RBMN equipment. Operations and MOW crews closely monitor cars and equipment for graffiti, while Facilities works to keep equipment clean and presentable.

Andy also contributes significant funds to wildlife and conservancy organizations and he encourages the same from the employees.

Given his support for the environment it is perhaps no surprise that Andy found himself in the rail freight industry. The environmental benefits of rail vs truck for freight movement are substantial. Please read the reprinted article from the Association of American Railroads on p. y that explains in some detail those benefits. It is obvious why so many companies that seek to reduce their carbon footprint choose rail for their transportation needs.

RBMN is proud of its support for the environment. In fact we end all of our powerpoint presentations to customers, other railroads, government officials and the public with a slide that says, "Serving our customers, and the environment."

For Reading & Northern keeping on track means taking care of our employees and our customers and being good stewards of our environment. ♦

Serving our customers, and the environment.



The Environmental Benefits of Moving Freight by Rail

ASSOCIATION OF AMERICAN RAILROADS

MARCH 2017

Summary

Railroads are the most environmentally sound way to move freight over land. On average, trains are four times more fuel efficient than trucks. They also reduce highway gridlock, lower greenhouse gas emissions, and reduce emissions of particulate matter and nitrogen oxides. Through the use of greener technologies and more efficient operating practices, our nation's privately owned freight railroads are committed to even greater environmental excellence in the years ahead.

Freight Railroads & Fuel Efficiency Go Hand in Hand

Freight railroads are the environmentally friendly way to move freight.

- ✓ In 2016, U.S. freight railroads moved a ton of freight on an average of 468 miles per gallon of fuel — up from 235 miles in 1980 (see Figure 1). That's a 99 percent improvement.
- ✓ On average, railroads are four times more fuel efficient than trucks, according to an independent study for the Federal Railroad Administration.
- ✓ Greenhouse gas emissions are directly related to fuel consumption. That means moving freight by rail instead of truck lowers greenhouse gas emissions by 75 percent.
- ✓ If just 10 percent of freight that moves by Class 7 or Class 8 (the largest) trucks moved by rail instead, fuel savings would be around 1.5 billion gallons per year and annual greenhouse gas emissions would fall by approximately 17 million tons — equivalent to removing around 3.2 million cars from the highways for a year or planting 400 million trees.

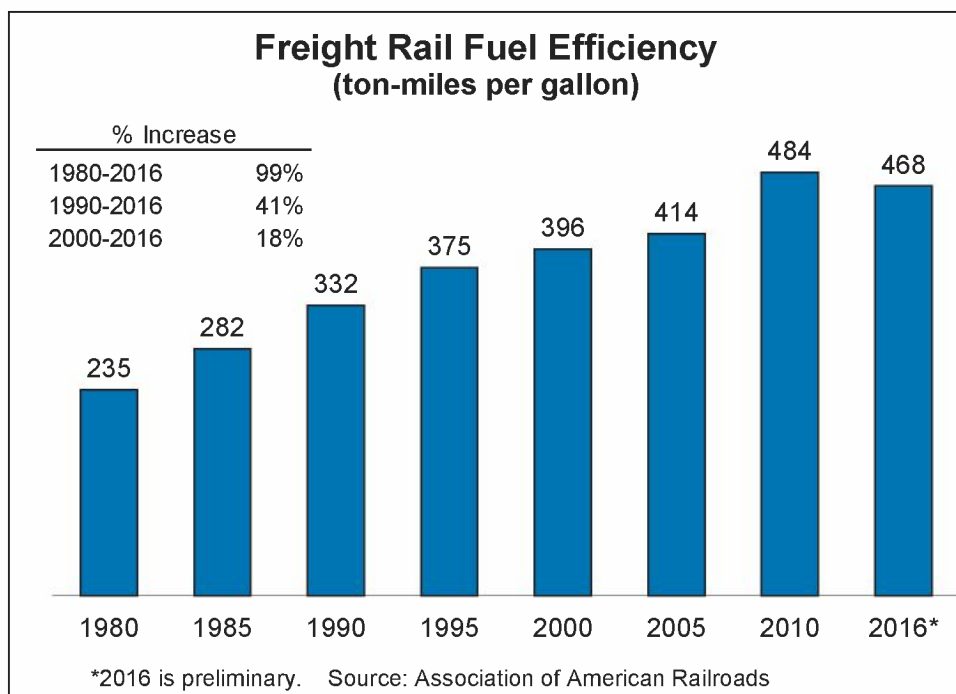


Figure 1

A Multi-Faceted Approach to Conserving Fuel

U.S. freight railroads' volume in 2016 was much higher than it was in 1980, but their fuel consumption was much lower. How did railroads do this? Through technological innovations, new investments, improved operating practices, and a lot of hard work. Among many other things, railroads have:

- ✓ Acquired thousand of new, more efficient locomotives and removed from service thousands of older, less fuel efficient locomotives.
- ✓ Increased the amount of freight in rail cars and on trains. Thanks to improved freight car design, the use of longer trains, and other factors, the amount of freight railroads carried in an average train in 2016 was 3,533 tons up from 2,923 tons in 2000.
- ✓ Developed and implemented highly advanced computer software systems that, among other things, calculate the most fuel-efficient speed for a train over a given route, determine the most efficient spacing and timing of trains on a railroad's system, and monitor locomotive functions and performance to ensure peak efficiency.
- ✓ Installed idling-reduction technologies, such as stop-start systems that shut down a locomotive when it is not in use and restart it when it is needed, and expanded the use of distributed power (positioning locomotives in the middle of trains) to reduce the total horsepower required for train movements.
- ✓ Provided employee training to help locomotive engineers develop and implement best practices and improve awareness of fuel-efficient operations.

Freight Railroads Fight Highway Gridlock

Railroads help reduce the huge economic costs of highway congestion:

- ✓ According to the Texas Transportation Institute's [2015 Urban Mobility Scorecard](#), highway congestion cost Americans \$160 billion in wasted time (6.9 billion hours) and wasted fuel (3.1 billion gallons) in 2014. Lost productivity, cargo delays, and other costs add tens of billions to this tab.
- ✓ A single freight train, though, can replace several hundred trucks, freeing up space on the highway for other motorists. Shifting freight from trucks to rail also reduces highway wear and tear, and the pressure to build costly new highways.



Continued on page 6.

Freight Railroads Mean Fewer Harmful Emissions

The Environmental Protection Agency (EPA) regulates emissions of particulate matter (PM) and nitrogen oxides (NO_x) from locomotives and trucks.¹ For locomotives, EPA regulations are based on progressively more stringent “tiers.” The most recent locomotive standards are “Tier 4” standards and apply to all locomotives built or remanufactured since 2015. EPA standards for locomotives and trucks are phased in over time. This means that the percentage of the overall locomotive and truck fleets that meet the newest, most stringent standards is constantly rising as older locomotives and trucks that don’t meet the standards go out of service and are replaced by newer units that do.²

A March 2015 study³ by an economist at the Congressional Budget Office (CBO) compiled data from a variety of sources to estimate the unpriced external costs — that is, costs to society not covered by taxes — associated with freight transport by rail and truck. The study estimated that the external costs associated with emissions of particulate matter, nitrogen oxides, and carbon dioxide are three to five times higher for trucks than for railroads.⁴ In other words, moving freight by rail rather than by highway significantly reduces the harmful emissions that the EPA regulates.

Figures 2 through 4 below, which cover emissions of particulate matter, nitrogen oxides, and carbon dioxide from locomotives and trucks, are based on EPA and industry data and are broadly consistent with the CBO study’s findings. The charts contain information on emissions for both rail and highway movements based on the existing locomotive and truck mix, and also show what hypothetical emissions would be if all locomotives and trucks met the most stringent existing EPA standards.

Figure 2 covers emissions of particulate matter (PM). The bars on the left refer to rail movements; the bars on the right refer to highway movements. For both rail and highway, heavier movements (e.g., coal or other bulk products) yield fewer emissions per ton-mile than lighter movements (e.g., intermodal containers). The height of the bars in Figure 2 reflect the range of PM emissions based on the commodities being hauled. Put another way, the top of the bars approximate emissions per ton-mile for, say, light intermodal containers, while the bottom of each bar approximates emissions for, say, heavy coal shipments. The average for all movements is near the middle of each bar.

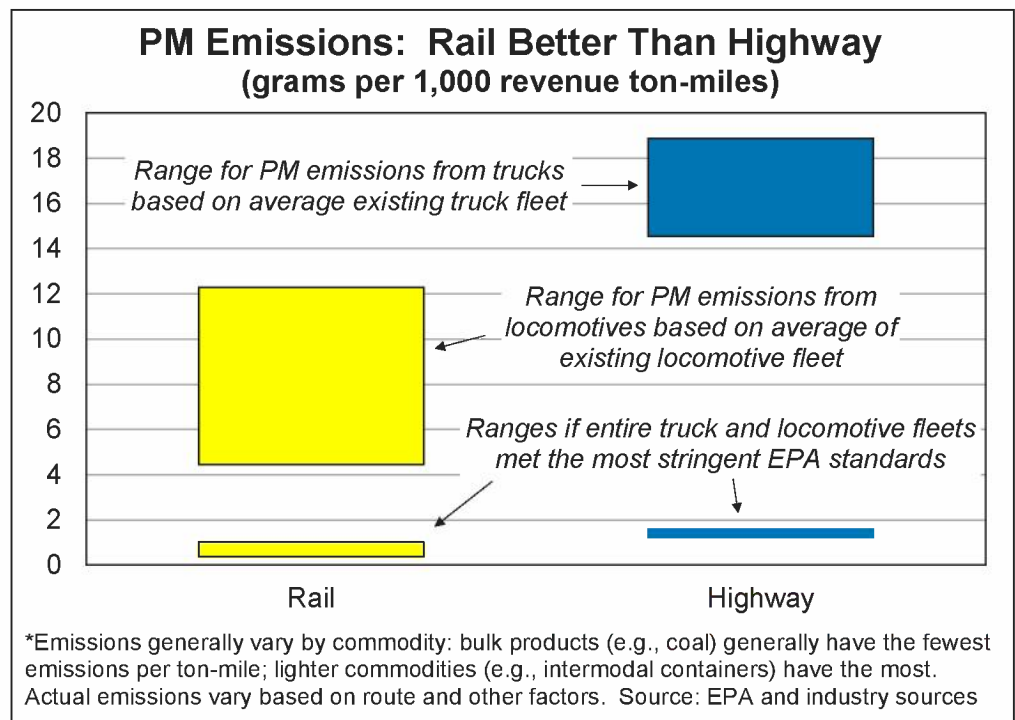


Figure 2

In Figure 2, the top bar on the rail side shows the approximate range of rail PM emissions given the existing locomotive fleet. The bottom bar on the rail side shows what PM emissions would be if all existing locomotives met Tier 4 standards. Eventually, as locomotives that do not meet Tier 4 standards are phased out and replaced by locomotives that do, the lower bar will become increasingly representative of actual rail PM emissions.

¹ Particulate matter consists of airborne microscopic solid particles and liquid droplets. Nitrogen oxides are highly reactive acids that, among other things, interact with water, oxygen, and other chemicals to form acid rain and haze.

² A phase-in is the only feasible way to incorporate new standards without bringing freight movements, and therefore the economy, to a halt.

³ David Austin, *Pricing Freight Transport to Account for External Costs*, Congressional Budget Office Working Paper 2015-03, March 2015. Available at <https://www.cbo.gov/publication/50049>.

⁴ In addition to harmful effects from exhaust emissions, these costs to society include, among other things, wear and tear on roads and bridges; delays caused by traffic congestion; and injuries, fatalities, and property damage from accidents. The CBO study finds that, in total, “The unpriced external costs of transporting freight by truck (per tonmile) are around eight times higher than by rail.”

The bars on the right side of Figure 2 cover PM emissions for highway movements. The range of emissions for the current truck fleet (represented by the upper right bar in Figure 2) is higher than the range of PM emissions for the current locomotive fleet (the upper left bar in Figure 2). Likewise, the range of PM emissions if all trucks on the road today met the most stringent EPA standards (the lower right bar in Figure 2) is higher than the range of PM movements if all locomotives met the most stringent EPA (the lower left bar in Figure 2).

Put another way, under current EPA emissions standards, moving freight by rail results in fewer emissions of particulate matter than moving freight by highway. That holds today and will hold in the future as newer trucks and locomotives enter their respective fleets.

The story is the same for emissions of nitrogen oxides (NO_x), shown in Figure 3. NO_x emissions when moving freight by rail are significantly lower than emissions for moving freight by highway, both for the existing locomotive and truck fleets and for the hypothetical case in which all locomotives and trucks meet the most stringent EPA NO_x standards. This is demonstrated in Figure 3 by the fact that the respective rail bars are lower than the corresponding highway bars.

Finally, Figure 4 refers to rail and highway emissions of carbon dioxide, one of the primary greenhouse gases. The

EPA's Tier 4 locomotive regulations do not target rail emissions of carbon dioxide directly, so the range of CO₂ emissions for rail is the same for the existing locomotive fleet (in which some locomotives meet Tier 4 standards and some do not) as it is for a fleet where all units met Tier 4 standards. For trucks, the range of CO₂ emissions would be slightly lower than it currently is if all trucks met the most stringent EPA standards, but they still far exceed rail emission rates. Rail CO₂ emissions per ton-mile are approximately one-fourth of truck emissions per ton-mile. This means that, for carbon dioxide, as for particulate matter and nitrogen oxides, emissions associated with rail movements are significantly lower than emissions associated with highway movements.

Railroads recognize the importance of environmental excellence and will continue to work to ensure that they remain the environmentally friendly way to move freight.

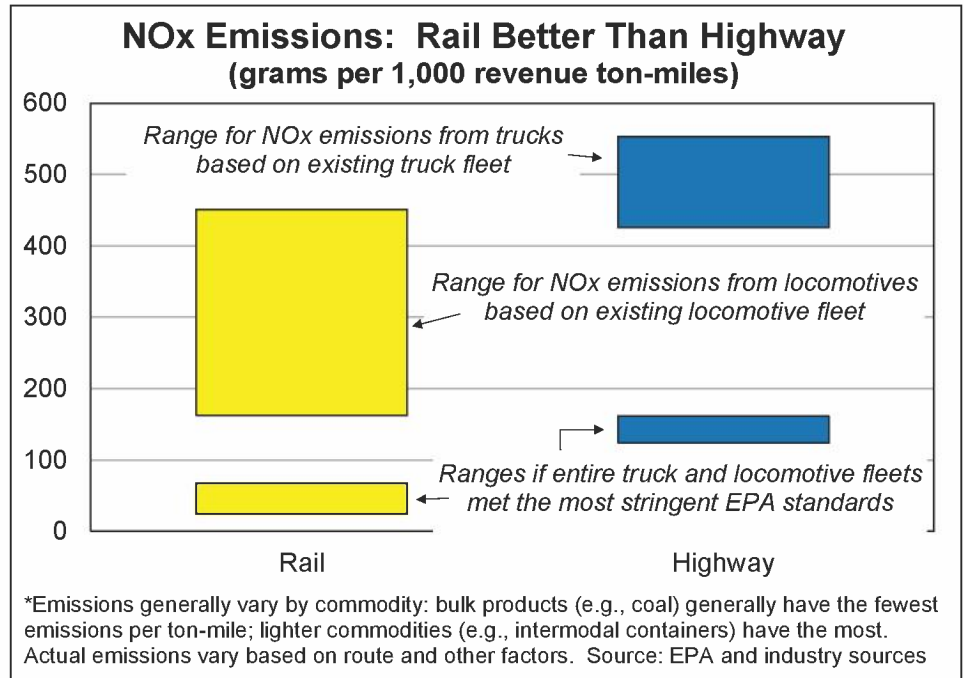


Figure 3

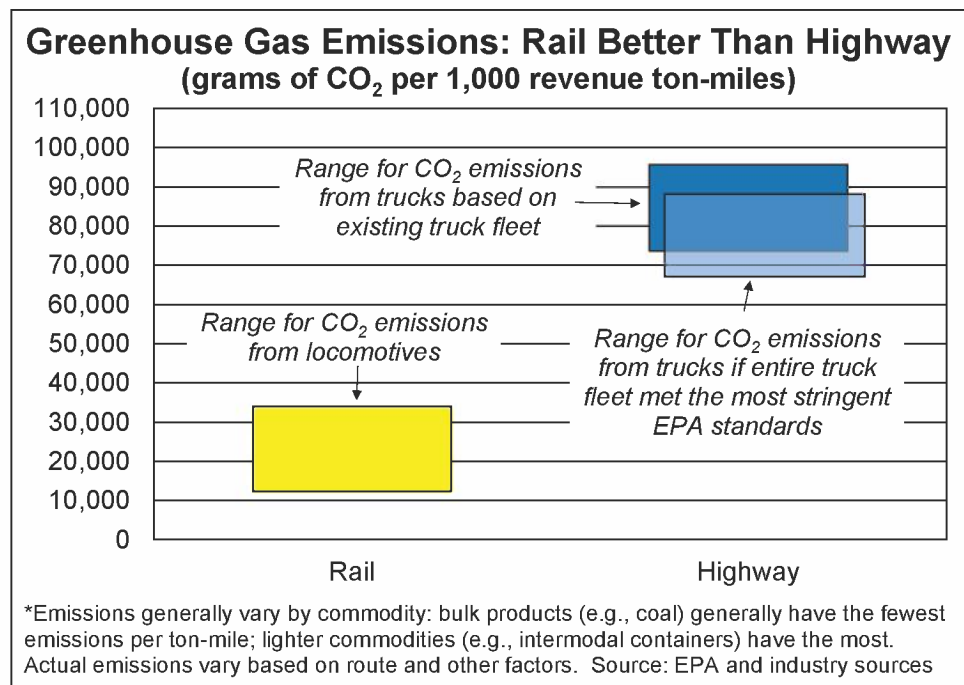


Figure 4

Reprinted with permission, courtesy of the Association of American Railroads.

Serving Our Environment

BY: ERIK YODER, VP MAINTENANCE OF WAY

Each year many railroads across the country schedule vegetation management. This includes weed spraying, brush spraying, brush cutting, tree cutting and tree trimming among a few other items. This keeps vegetation off the rails allowing trains to keep traction, keeps the ballast from getting fouled or producing mud in between the ties, as well as keeping tree branches from hitting trains or train cars. These items are necessary to maintain a railroad. All too often these items are done without any thought of the impact or affects to the environment. It is much easier to spray and cut it all. It is easier, but not necessarily better for the environment.

RBMN looks at all sections of our railroad to determine what vegetation is present and whether it is native or invasive. Areas where we have plenty of mountain laurel, rhododendron, or pine trees we skip spraying chemicals. The native plants grow slower and provide plenty of ground cover to prevent the faster growing and problematic invasive plants from taking root. These areas need to be trimmed to keep the railroad clear for train traffic.

This is especially true in areas of our railroad that are in mature forested areas. The large trees with the canopy they hold over the railroad keeps the lower level easy to maintain. This provides a nice view while riding the train through these areas. We also have sections along our railroad with large pine trees. These groves are almost completely barren of weeds or brush as the pine needles that fall make the ground too acidic for most plants other than additional pine trees to grow.

As we plan our tree trimming each year, we are careful not to cut trees during the nesting season for birds. This is an important aspect to keep the home for birds undisturbed as they build nests, lay eggs, and care for the little ones each year. It is easy to spot many different species of birds across our railroad.

A new policy that was recently developed at the Reading and Northern is to clear the right of way of any dead animals unfortunately hit by trains. Train crews will alert Maintenance of Way crews of areas where dead

animals are located for immediate removal. This keeps the scavenger animals from becoming the next victim to a train. This is not only good for the animals, but keeps the railroad ballast from becoming fouled.

Our existing policy conveyed to all employees as well as outside contractors is that no wildlife is to be harassed or killed on railroad property. This includes snakes, turtles, deer, or bears. I have witnessed a carload of executives traveling in a hi-rail vehicle stop to help a turtle across the railroad. The rail being six inches high does not seem bad to us, but to a turtle it could seem like the the Great Wall of China. This is just a small example of the DNA that Andy Muller Jr. has instilled into the railroad employees.

We also look to use biodegradable grease for our wayside track greasers. These greasers are used to apply grease on sharp curves along the railroad. This grease extends the life of the rail as well as the train wheels as they navigate a curve. There is tremendous lateral force between the train wheels and rail in a curve. The grease provides some lubrication to resist the metal on metal wearing that would occur. This grease can stretch for miles in either direction at a wayside greaser. To keep the environment clean, RBMN uses biodegradable grease and the best environmental type as well.

There is a fine line between making sure the railroad is maintained and that we are doing the best for the environment. It can be hard work to monitor the railroad and make changes each year to the plan as we control the vegetation, trim trees, as well as dealing with all the leaves on the railroad during the fall. Excessive leaves can make the rail slippery and be troublesome for handling trains. On the other hand, our annual fall foliage train excursions would be nothing without the trees providing the brilliant colors during fall.

We believe the best way to maintain a railroad is to marry the idea of running a railroad and considering the effects on the environment. By both serving our customers and our environment, we have become a very scenic railroad where wildlife is welcomed and protected. ♦

RBMN Facilities—An Environmental Focus

BY: STEVE ALLEN BALTHASER, VP FACILITIES



New Vehicle Shop at Port Clinton.



Interior of new Vehicle Shop.

Keeping with RBMN's policy to always consider the environmental impact, the Facilities Department strives to build and maintain all properties with this in mind. Careful planning goes into every project to ensure maximum use of resources. For existing structures, reviews of efficiencies (oil consumption, electricity, etc.) are continuously monitored to receive best results.

As RBMN loves to build with original railroad designs, interesting problems arise. Years ago, efficient use of natural resources was not a consideration in their structures. Most were not insulated, had drafty windows, and heated with coal stoves; so keeping to original scale can present hurdles. Our buildings are fully insulated to highest R value for exterior surfaces. Windows are the highest caliber available in required aesthetic designs; and buildings are heated using most efficient economical means possible.


When building new, placement on property and roof pitch have been used to optimize solar energy. Locations with the least impact to surrounding habitats are very important. Disturbing as little area as needed to accomplish our objectives is the norm. The Muller family is adamant in their quest to preserve the environment while operating a successful railroad.

Our reviews of existing structures have led us to make changes in heating systems, lighting and other areas of conservation. Radiant floor heat is now being used in our latest buildings. Lighting is being changed to lower electricity usage. Work areas and methods are being altered for better use of building space. These changes produce dramatic savings in natural resources used by the railroad.

For the personnel of the RBMN, conservation is not just a catch word it is a way of life. Keeping with this ideal, everything done in facilities is done to produce and provide the healthiest outcome for everyone. For our employees, customers, and the environment in which we all live- it is a win, win situation. ♦

The Environment and the Reading & Northern Railroad

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

A photograph showing two men engaged in environmental cleanup. One man, wearing a maroon shirt and grey shorts, is standing on the left bank of a creek, leaning over to pick up debris. The other man, wearing a plaid shirt and blue jeans, is crouching on the right bank, reaching into the water. The creek is surrounded by dense green vegetation and trees. The water is dark and reflects the surrounding foliage.

Leading by example – We were checking out a recently completed bridge project on the Main Line when Andy spotted some garbage in the creek and immediately moved to clean it up. Justin Levan, VP MOW Special Projects, is pictured assisting on the right side of the photo. Photo by Tyler Glass.

Every year the month of April focuses on environmental awareness. Earth Day was held on Saturday, April 22 and Arbor Day was held on Friday, April 28. Not just in April, but every day at the Reading and Northern Railroad we strive to make environmental awareness a daily requirement of our jobs.

In the twenty six years I've worked for RBMN it has always been very clear to me that taking care of our environment is one of Andy Muller Jr.'s passions. After all, our company motto states, "Serving our Customers, and our Environment." Andy does not just use the phrase to be on trend or to sound like he is doing the right thing; it is something he truly believes in and in turn ensures that the railroad acts on that belief.

Andy embraced the recycling culture in our offices in the early 1990's, long before it became the standard for trash disposal. I know in 2017 that doesn't sound like a big deal but for those of us born before 1980 we can remember the days of having one receptacle in our home where we simply threw away anything and everything.

We are proud of our clean, trash free railroad. Our Maintenance gangs always pick up trash around the areas they work. Contractors cannot dispose of their trash along the railroad. We dispose of trash along our railroad, even if someone else dumps it along our railroad. We approach adjacent land owners to work with us to clean up their trash if it has migrated onto the railroad property. If we find tires we make sure to properly dispose of them at the local tire shop. These small gestures are just as important to our forces as the maintenance of the railroad itself. This culture quickly learned by new workers at RBMN.

You will read some of the other things that the Maintenance of Way Department does on the environmental front in detail on page___.

Our locomotive fleet is equipped to fit into RBMN's environmentally focused business ethic. All of our locomotives are equipped with either an engine block heater or automatic start/stop systems. The locomotives equipped with plugs are plugged in after the locomotive is shut down. The block heater system will keep the engine block warm to prevent freezing of critical components. The other locomotives have an automatic system that will start and stop the locomotive engine in order to minimize idling time, but will also ensure that no major components freeze. Both systems are designed to minimize fuel consumption and ensure no damage occurs to the locomotive during the colder months of the year.

On the highway, Andy is a proponent of electric cars. He felt strongly about this eco friendly technology and encouraged employees to buy their own electric cars by offering employees a \$5000 incentive towards the purchase of an electric vehicle. Employees who took advantage of that program are also able to plug in at work to charge their vehicles. Two electric cars were purchased and stationed at Port Clinton Corporate Headquarters for personnel to use for company business.

RBMN also encourages environmental involvement at home for employees who have an interest in joining an environmental organization; RBMN reimburses them for their membership fees.

Andy's passion for the environment is woven into the fabric of the management of the railroad and Andy expects everyone to always look to do the right thing for the environment. Andy hopes that what he teaches at work, employees bring home and to their neighborhoods. ♦

Tamaqua Interlocking Now in Service

BY: GRAHAM HANTZ, SIGNAL MAINTAINER



Concrete foundation being poured at Tamaqua for the bracket mast signal. Form and concrete work done by Randy Reber. Photo by Jonathan Barket.

For years, the West Broad Street tower sat empty and the nearby automatic wayside signaling through Tamaqua had long since been removed. Eight miles farther north, a forty foot bracket-mast signal, also unused, towered above the Hazelton Line, albeit camouflaged by the trees that had grown up around it. The vision to build the brand new Tamaqua Interlocking, and the hard work undertaken by R&N employees this winter, changed that.

The Main Line between East Mahanoy Junction (EMX) and the Tamaqua Yard is one of the busiest trunk lines on the entire railroad. Currently, it sees about ten trains per day Monday through Friday. Tamaqua Interlocking marks the north end of Tamaqua Yard and where the Greenwood Running Track leaves the Main Line. It is nestled in the busiest part of town. The interlocking and new wayside signaling means more trains without sacrificing safety.

Before, trains moving between Tamaqua and EMX would have to call the dispatcher, wait their turn, and record a Form D for that long stretch of track. This meant that no other trains could move through that stretch for some time, so trains had to be spread out. Now a greater volume of trains can move efficiently and safely traverse this section via automatic block signaling. The signaled blocks (or sections) divide up that stretch into smaller pieces, meaning trains can follow each other more quickly without wasting time on the radio or filling out forms. This worthwhile improvement however, was not an easy one to forge into a reality.

One of the main challenges of Tamaqua Interlocking was its complexity. It involved consideration of Greenwood Branch and Main Line activity. Add three highway crossings that, in turn, all overlap each other. The three crossing circuits also would overlap the new interlocking electronics. The system further communicates with multiple city traffic lights to clear roads prior to lowering gates. Very busy highway traffic at grade crossings Rt. 309 and Spruce St. (which is the local high school's main access road) and increasing train traffic meant efficiency had to be carefully planned to keep the public and trains flowing through town with minimum gridlock.

The project meant installing a new electric switch machine and high voltage switch heaters at the interlocking, adding an electric lock and four circuit controllers at other nearby manual switch machines, modifying the signal at mile post 99.5, and installing two signal masts at Tamaqua (a three-head, and a five-head). The West Broad street tower was outfitted with computers, multiple battery banks, and new wiring. Several new right-of-way signal cases were planted, then wired. Excavation was needed to bury over 15,000 feet of cable connecting cases, bungalows and the tower. All this work was accomplished while getting the trains through on time. It was a project that required all six Signal Maintainers. MOW personnel performed welding and cutting, installed several new insulated joints and ties and removed the old Greenwood Junction switch manual switch stand. Operations even provided a "test train" which ran back and forth through the interlocking and grade crossings so that proper warning time could be verified for all street traffic. After four months of dedicated work, we completed Tamaqua Interlocking on February 25th, 2017 and it entered service immediately.



Signal heads being installed on bracket mast. Maintainer Dave Hutton giving directions to operator Matt Collins. Photo by Jonathan Barket.



Bracket mast signal being completely refurbished by Maintainer Graham Hantz. Photo by Jonathan Barket.

In addition to the site improvements, this project brought with it certain intangible benefits. Prior to the Reading and Northern, the public had seen the railroad in Tamaqua on a steady decline for decades. So it was refreshing to hear local residents like the nearby hardware store employees, Dunkin' Donut coffee customers, and teenage rail fans offer positive comments as the tall, freshly painted signal towers were hoisted up and the green, yellow, and red lamps began to glow. For a modern regional/short line railroad to add signaling at its own cost is practically unheard of. An inspirational bonus was to see some ex-Reading Railroad components, like the West Broad Street tower and the bracket-mast signal, be rebuilt, refurbished and integrated with a brand new, state-of-the-art vital processor: the brain that controls the interlocking. The dispatcher can now control and monitor interlocking, switch heaters and signals from Port Clinton using interactive software. Things are looking up in Tamaqua, and people are noticing that the Reading and Northern building projects are not only improving an already great railroad, but also adding a sense of hope for building a better future. ♦



Powered switch machine installation at Tamaqua days prior to cutover. Photo by Jonathan Barket.



Maintainers Graham Hantz and David Hutton discuss next steps during cutover testing for Tamaqua Interlocking on February 25th, 2017. Photo by Daren Geschwindt.



First PNFF train through the newly activated Tamaqua Interlocking on Sunday February 26th, 2017. Photo by Daren Geschwindt.

"The Road of Anthracite"

FOR IMMEDIATE RELEASE:

Reading & Northern Railroad Hires Bill Clark as Senior VP Coal

Port Clinton, PA – February 23, 2017

Reading and Northern Railroad announces the appointment of William (Bill) Clark as Senior Vice President - Coal.

Clark joins Reading & Northern from Talen Energy (formerly PPL) where he managed logistics, coal purchasing and the oversight of a fleet of over 2,000 rail cars serving 4 power plants.

Prior to joining Talen/PPL, Clark spent 14 years at Norfolk Southern Railroad in the coal business group, working in coal operations as well as metallurgic and utility marketing.

Before joining Norfolk Southern Clark had senior marketing roles at the Chicago South Shore and South Bend Railroad and Iowa Interstate Railroad. During his career Clark won the Golden Boxcar award for starting a distribution company handling forest, steel and food products.

Clark will be responsible for managing the anthracite coal business at the Reading &

Northern as well as the railroad's freight car fleet of over 1200 cars. Anthracite is a core business at the Reading & Northern as evidenced by the fact that the railroad is known as "The Road of Anthracite." In his new position he will be assisted by Michael Sharadin, AVP Coal Marketing and Steve Werley, Customer Service Manager for the anthracite business. Clark will report to Wayne Michel, President of the railroad, once he reports to work on March 1, 2017.

In announcing the hiring Michel said, "We are excited to have Bill join our team. The roots of our railroad are in the anthracite business; a business that was crucial to the growth of our region and the nation. We have seen evidence of a growing interest in anthracite use in the domestic steel business and for exports. Having Bill join our team at this critical juncture gives us our best opportunity to help our customers, who mine almost all of the North American anthracite, in their efforts to get their material to the end users. In addition, Bill's 30+ years of experience in

railroad marketing will make him an invaluable resource to all of us at the Reading & Northern as we continue to grow our business."

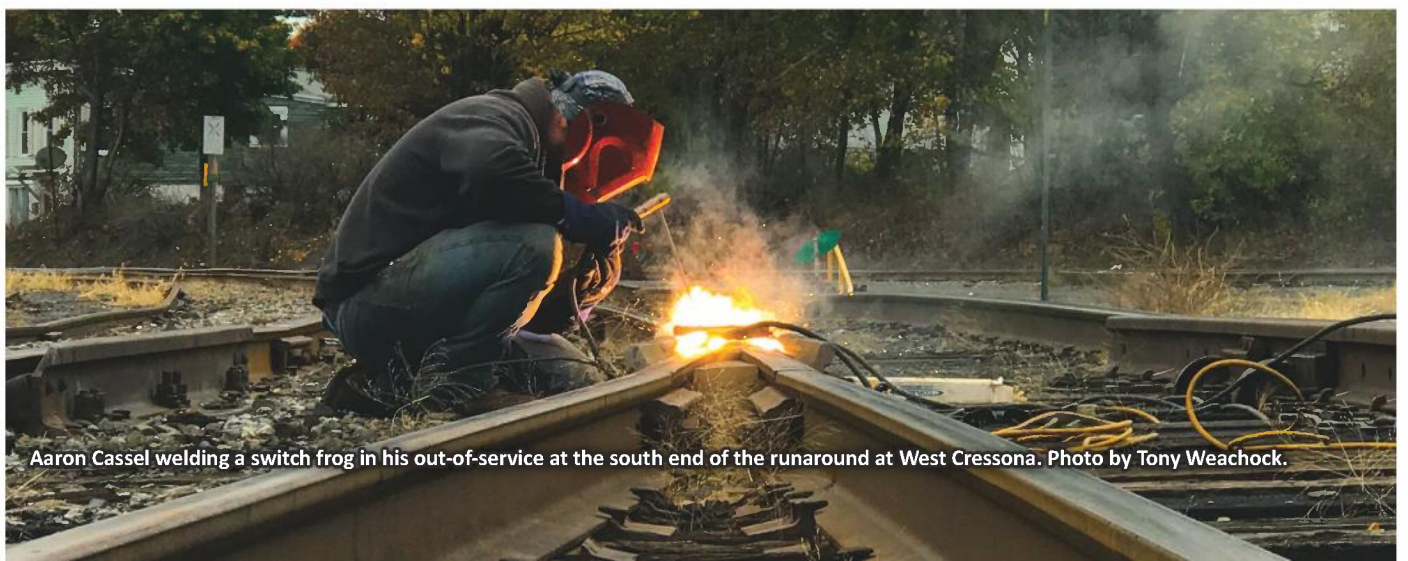
Clark holds a Bachelor degree in Economics and Marketing from North Central College in Naperville, IL. He and his wife Judy reside in Bethlehem, PA.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 70 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 almost 1,200 freight cars, and employs over 200 dedicated employees. ♦

RBMIN AT WORK



A group of Maintenance of Way and Operations employees lined up to take a picture while working on moving cars on RBMN's Dunmore Running Track in Duryea, PA. Employees included in photo are as follows, from left to right in locomotive cab: Shawn Slusser and Travis Prevost. On the ground from left to right: Ryan Rupprecht, Jason Witner, Mike Voorhees, Jim Cerulli, and Josh Rodney.



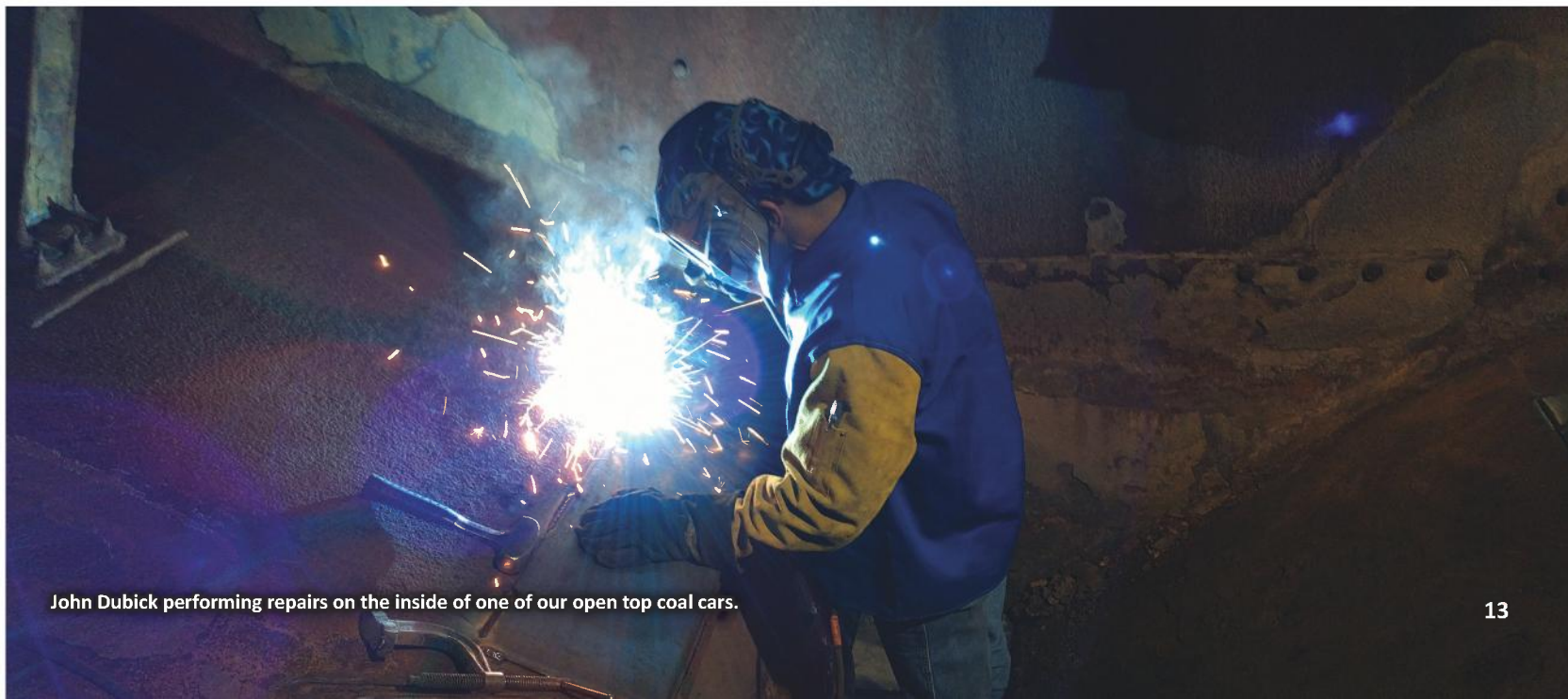
Aaron Cassel welding a switch frog in his out-of-service at the south end of the runaround at West Cressona. Photo by Tony Weachock.



Scott Beshore (left) and Nate Billet (right) in the process of welding in new window sashes on the conductor's side of the 2534. Locomotive 2534 is one of our new locomotive acquisitions.



Engineer John Hartman and conductor Daren Spare pause for a picture while they prepare their locomotives at the PN Engine House for the day's activities on the PNFF (Port Clinton Fast Freight). The PNFF crew runs a tight schedule to expedite the movement of interchange cars between Reading, PA and Jim Thorpe, PA Sunday through Friday.



John Dubick performing repairs on the inside of one of our open top coal cars.

New for 2017



Seen here are Bill Solomon, Daniel Rawleigh, Cal Gerhard, Larry Fisher, Darrell Matz, Josh Laughlin, Jamie Solomon, and the Easter Bunny!

BY: MATT FISHER, PASSENGER GENERAL MANAGER

Between the Reading and Northern Railroad's Passenger Department and the Lehigh Gorge Scenic Railroad, a record of over 100,000 passengers visited us in the 2016 season. We have high hopes for even more visitors this year due to the additional options to take scenic train trips.

So far this year, we have already operated successful Winterfest and Easter Bunny trains. Regularly scheduled LGSR trains departing Jim Thorpe will begin the first full weekend in May, and run through December. Steam locomotive no. 425 will visit the LGSR on Memorial Day weekend. In June, trains will run on Friday, Saturday, and Sunday. For the first time ever, trains will be a daily occurrence July through August in Jim Thorpe. No. 425 will revisit the LGSR on Labor Day weekend. In October, trains will run Wednesdays through Fridays at 11:00 AM, 1:00 PM, and 3:00 PM. On weekends in October, trains will run 10:00 AM through 4:00 PM in conjunction with the popular Fall Festival and LGSR Hometown High Bridge train rides in Jim Thorpe. Passengers will still be able to add their bike for an additional \$5 on most LGSR trains. Standard coach, open air, caboose, and cab ride seating are available.

The White Haven Bike Trains return April 29 and run one weekend a month through the season. You can bring your own bike or rent from our partner, Pocono Biking. For those who don't want to ride a bike for 25 miles, ride the Bike Train in both directions to see the entire Lehigh Gorge State Park with plenty of river views on both sides of the train journey. For more information concerning our Jim Thorpe trains, please visit the all new LGSR website at www.lgsr.com.

On the Reading and Northern side of passenger operations, RDC (Rail Diesel Car) train trips will also visit Jim Thorpe from the new

Reading Outer Station located in Muhlenberg Township off of Bellevue Avenue and Route 61. For the first time in a generation, Reading and Northern passenger trains will depart from Central Berks County. A cash refreshment area is located on the RDCs and windows in the coach open and shut. The train will depart Reading Outer Station with a stop at Port Clinton for additional passengers before ending up in Jim Thorpe. While in Jim Thorpe, passengers will enjoy many of the shops, restaurants, and attractions. These trips will operate once a week through summer. Some of these trips already sold out. Visit the new Reading and Northern Passenger website at www.rbmnr-passenger.com for more information and available dates.

Also, RDC trips in September originating in Pottsville and stopping at Schuylkill Haven will operate to Port Clinton. The Port Clinton train will have a walking tour which includes seeing the headquarters, car shop, diesel locomotive shop, and steam shop. In October, there will be a record nine Fall Foliage trips operating from Reading Outer Station and Port Clinton to Jim Thorpe. Finally, in December Santa Claus Special train rides will operate not only in Jim Thorpe but also in Pottsville, Minersville, Reading Outer Station, Schuylkill Haven, Tamaqua, and Tunkhannock. On Santa Claus Special trains, for every paying adult, a child 3 to 12 years old will ride free.

The Passenger Department continues to expand hiring several more part time personnel. Whether it is a new person hired by the Passenger Department or a thirty two year veteran of the railroad, we all look forward to seeing you ride our trains in the 2017 season! ♦



Aspiring students at MACHS in cadet attire, in an after-school class, posing for a photograph with the guest speaker.

Maritime Academy Charter School

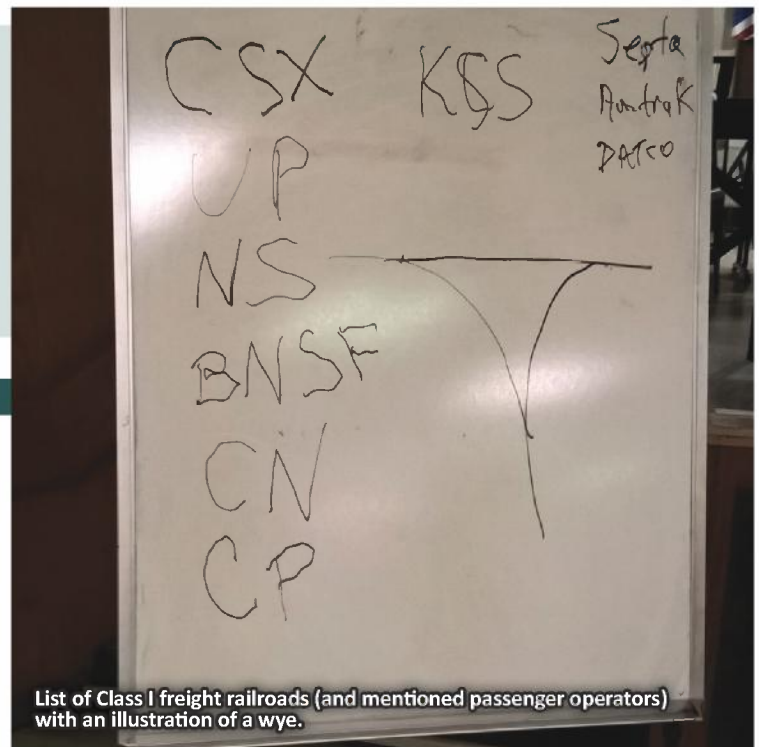
Philadelphia, PA

BY: RIAN J. NEMEROFF, VP FOREST PRODUCTS

Maritime Academy Charter School (MACHS) is high school established in 2003 and located in the Port Richmond section of Philadelphia. This is the same geography where the imported wood pulp for P&G is unloaded at the Tioga Marine Terminal. The students are called cadets; note the photograph nearby with a number of aspiring cadets working extracurricularly on maritime subjects. This is a blue-collar neighborhood and cadets attend MACHS because they seek it out and want to attend, many for the maritime influence. Part of their mission is “to instill in each cadet an appreciation of our nation’s maritime heritage via hands on access to the global transportation industry, particularly as it relates to the Ports of the Delaware River and Bay.”

I had occasion to speak to the juniors and seniors on February 15, 2017 about the railroad industry. I started with the five modes of transportation and then drilled down into the rail industry. One take-away was for them to know the seven Class I railroads (note the white board picture) and where they operate. I also had photographs, thanks to Daren Geschwindt, of the different railroad car types and we reviewed the cars and what products they transport. My advice from Liam Marsh, a RBMN intern attending Penn State and the closest I could find to a local high school student, was to emphasize the environmental benefits of railroad transportation (see the slide from my Power Point presentation) and the CSX television commercial of railroads transporting one ton of freight almost 500 miles on one gallon of diesel fuel was very impactful. I also addressed the various career positions available in the industry and did not sugar-coat the rigors of working in the field in a MOW or T&E capacity.

The bell rang at 2:30 PM with a few cadets staying to talk to me further about railroads. ♦



List of Class I freight railroads (and mentioned passenger operators) with an illustration of a wye.

A Railroads Effect on the Environment



- Trains can move one ton almost 500 miles on one gallon of fuel (CSX commercial).
- One rail car can carry up to five tractor trailer equivalents.
- Locomotives can carry two miles of rail cars behind as a train.

Slide from Power Point deck listing environmental benefits of freight railroad operations.

WELCOME ABOARD

NEW EMPLOYEES



Jessica Melochick

Jessica Melochick was recently hired as an Administrator within our MOW Department. She attended McGuffey High School, Community College of the Air Force, Kaplan University, and Lehigh Valley School of Dental Assisting. Prior to working at RBMN, Jessica was a Landscaper at Season's Art Landscape Design for seven months.



Robert Kempes

Robert Kempes was recently hired as a Car Host within our LGSR division. He attended Lower Moreland High School, Temple University, and Temple University School of Dentistry. Prior to working at LGSR, Robert was a self-employed Dentist for forty-three years.



Charles Burnett

Charles Burnett was recently hired as a Car Host within our LGSR division. He attended Father Judge High School, and Philadelphia Community College. Prior to working at LGSR, Charles was a Job Coach for Behavior Health Associates for four years.



Pat Richards

Pat Richards was recently hired as a Car Host within our LGSR division. She attended Schuylkill Valley High School, Allentown Business School, Berks Vocational Technical School, and Lehigh/Northampton Community College. Prior to working at LGSR, Pat was a Computer Operator at Sacred Heart for five years, an Usher at Lehigh Valley Iron Pigs for three, and a Realtor at Coldwell Banker Heritage Real Estate Company for seven years.



Brittany Colomb

Brittany Colomb was recently hired as Car Host/Counter Help within our LGSR division. She attended Iliion Junior/Senior High School. Prior to working at LGSR, Brittney was an Assistant at Muller Rare Coins.



Liam Marsh

Liam Marsh was currently hired as a Car Host within our LGSR division. He attended Notre Dame High School, and Penn State College. Prior to working at LGSR, Liam has been an Intern at RBMN for the last year.



Clark Smith

Clark Smith was recently hired as a Car Host within our LGSR division. He attended Dallas Senior High School and Wilkes College. Prior to working at LGSR, Clark was a Driver's Helper at UPS for two months.



Brandon Cara

Brandon Cara was recently hired as a Signal Maintainer within our Signals Department. He attended Mahanoy Area High School and Triangle Tech in Sunbury, PA. Prior to working at RBMN, Brandon was an Electrician at KME/Kovatch for six years.



Michael Boyle

Michael Boyle was recently hired as a Utility Technician within our Facilities Department. He attended William Allen High School, and East Stroudsburg University. Prior to working at RBMN, Michael was a Plumbing Professional at Lowe's for four and a half years.

EMPLOYEE SPOTLIGHT

BY: CRYSTAL ARNDT, HR ADMINISTRATOR

Congratulations David!

I am pleased to introduce this quarter's "Spotlight Employee"; David Kittner. David came to work for RBMN in July of 2001 and is currently a Track Inspector within our MOW Department. Prior to working at RBMN, he worked at Rexnord Machine Shop and the Oil Creek and Titusville Railroad.

David was born and raised in Warren, Pennsylvania and attended Warren Area High School. He has a wife Evy, three stepsons Jorge, Eric, and Alex, and an adopted granddaughter Davonna.

In his spare time, David likes to ride his Harley, work on or around the house, and go shooting.

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



Happy Birthday!

APR. 3	DAREN GESCHWINDT	MAY 2	TONY WEACHOCK	MAY 27	CHARLES BURNETT
APR. 5	ADAM STUMP	MAY 4	SIERRA MULLER-LEVAN	MAY 29	JEFFREY SONDAY
APR. 6	CRYSTAL ARNDT	MAY 6	JOANNE EVANS	MAY 31	KATIE BONNER
APR. 7	JARED COLLER	MAY 8	ANTHONY VERBYLA	JUNE 2	WILLIAM SOLOMON
APR. 8	JOHN WALAITIS	MAY 9	EUGENE BOYLE, JR	JUNE 3	CURTIS CIBELLO
APR. 10	KASEY HERMAN	MAY 9	GORDON CLARK	JUNE 5	ERIC QUIMBY
APR. 11	LEO DAVIS	MAY 11	DEANNA JOHNSON	JUNE 7	TIMOTHY BARNES
APR. 12	AARON CASSEL	MAY 11	AARON SCHLOSSER	JUNE 8	ALEX MAURY
APR. 14	GENE BUECHLE	MAY 17	RHONDA BUECHLE	JUNE 10	PETER COLLINS
APR. 15	AARON SNYDER	MAY 20	AARON RENTSCHLER	JUNE 18	DENISE KACSUR
APR. 16	JEFFREY BAVITZ	MAY 21	CHARLES TRUSDELL	JUNE 27	CHRISTOPHER PETERS
APR. 18	EDWARD PHILBIN	MAY 22	GERALD FEISSNER	JUNE 28	IAN MCKEOWN
APR. 19	AARON MULLER	MAY 24	LISA MATZ	JUNE 29	DENOM KRALL
APR. 30	EDWARD KOPECK, III	MAY 26	MARIO DEMARCO	JUNE 30	JASON WITNER

Safety — Spring 2017

BY: TOM COOK, VP SAFETY & TRANSPORTATION



The March Blizzard of 2017 was an excellent example of how the Reading and Northern approaches operating challenges with careful planning, common sense, hard work, and teamwork. This ensures the best service possible in the safest manner possible. Our system was hit with Winter Storm Stella, which dumped slightly more than two feet of snow on the southern part of our system and three feet or more on the northern part of our system. Humboldt Industrial Park, Penobscot, Crestwood Industrial Park, Pittston, Scranton, and Mehoopany were particularly hard hit.

We had good advance warning from the weather forecasters, and we took it seriously. On Monday March 13, the day before the storm Tyler Glass, our Executive VP Operations, made the decision late morning that we should curtail service Tuesday during the height of the blizzard as much as practical. Scheduled service to our customers is our first priority at the Reading and Northern. We would never make a decision to curtail service without talking to our customers. Tyler reached out to Susan Ludwig's team in customer service, and they reached out to our customers to determine which customers had a critical need for service during the storm. Customer service was able to report that many of our customers were planning to shut down, and there were no critical service needs.

Customers on the Tremont Branch get service Tuesday and Friday. Those customers didn't request critical service Tuesday, but traffic was heavy for the Tremont Branch, and we didn't want to risk those customers going several days without service if the storm was as bad as forecasted. The Tremont Branch is one of our heaviest grades and is also relatively inaccessible. Service on the Tremont branch during or immediately after a severe winter storm has some inherent risks due to these factors. Susan's team and Steve Werley from the Coal Department talked to Koppy's Propane and Summit Anthracite to see if they could take service a day earlier on Monday afternoon. They could, but not until after 5:00 PM. We diverted our NREX to serve them Monday evening, a day early. Kyle Sanders and Aaron Rentschler did a great job taking care of these important customers. It sure felt good watching them safely deliver the propane to Koppy's. Delivering a critical supply like fuel, just before a major winter storm, is very satisfying to any railroader. There was a lot of activity at the plant while we were completing the switch, and we could tell our customer was preparing for some very busy days to follow.

Continued on page 20.



YIPI finally ready to work after some hard shoveling the day after the storm in Pittston.



Jack Wassel's MOW team Nick Albertsworth, Russ Monroe, Matt Mizikoski, Brent Jacobs and the PECW crew in the final stages of cleaning a switch at Penobscot the day after the storm.

Continued from page 19.

Kyle and Aaron barely made it back to Port Clinton before the weather started to get bad. The storm started around 8:00 PM as they started south.

Another issue we had to tackle was maintaining switching service to P&G at Mehoopany in a worst case scenario. We didn't want to risk our crews not being able to get to Pittston or risk delays digging out Pittston switches only to get further delayed on the twenty eight mile trip from Pittston to Mehoopany. We are fortunate that Pittston YJPI Engineer Travis Prevost and conductor Mike Vorhees live very close to Mehoopany. Customer service checked to ensure that all the cars for the next scheduled switch were in Mehoopany. Fortunately they were already on hand. In an effort to reduce travel risk in poor driving conditions, we left a locomotive at Mehoopany Monday night and moved Travis and Mike to the Mehoopany crew.

Late afternoon Monday, we made the decision to shut down operations Tuesday first shift, except at Mehoopany, and notified the crews and our partners in MOW that we would not operate Tuesday. As the storm started late Monday Night, our fast freight network was still in full operation mode. WHFF, QAFF and PIFF still had to complete their work and make it back to their home terminal. PIFF had the latest start time, and had the furthest to travel to and from work. On Monday afternoon we offered to pay for Hotel rooms near Pittston for PIFF and for our dispatchers in Port Clinton so they could get to and from work safely.

One of the best moves of the night Monday night was a suggestion from the PIFF crew, Eric Slekovac and Dominic Deeble. They called me at 10:00 PM when they came on duty and suggested some modifications to their work. Due to the already announced annulments and revised service schedules, these modifications had no effect on overall transit time for the customers. Eric and Dominic estimated they could save at least three hours, which could prove critical in the morning. It was a great suggestion. Because of the modifications to their work, they were able to make it back to Pittston at 5:30 AM Tuesday morning, three hours ahead of their normally scheduled 8:30 arrival. Given the rapidly deteriorating conditions, that might have made the difference between making it back and being stranded on the train.

One of the most important jobs in a major snow event is keeping the driveways to our facilities open so our employees can get to and from work as soon as possible when the storm clears. It is extremely important that our dispatchers get in and out because nothing happens without them. Ray Schwenk from our Facilities Department volunteered to sleep at Port Clinton Monday night to keep the snow from building up to a point where our plow could no longer handle it. It was a good thing he worked through the night Monday night and Tuesday morning. I can attest that if he didn't stay on top of it third shift Dispatcher Leo Davis would have been stranded at Port Clinton at the end of his shift. As hard as Ray worked, the entrance road was still barely passable at 8:00 AM Tuesday. It was starting to get to the point where he had nowhere to go with it. Fortunately, Ray kept the



Eric Slekovac, Aaron Aigeldinger, and Curt Cibello taking a breather after digging out the South Runaround Switch at Scranton the day after the storm.

road open and Leo made it out the entrance road and safely home Tuesday morning.

Erik Yoder called our dependable backhoe operator Dale Homm, and he worked with Ray to keep the roads open. Because of their efforts, employees had clear driveways and parking when they came to work Wednesday morning.

Erik also called out backhoe operator Alex Scubelec, who kept the driveways open at Pittston and Penobscot. Because of his efforts, our employees at Pittston and Penobscot could get to work and start to move Wednesday.

Nate Billet and Ben Meiser from the Locomotive Department came in to Port Clinton on Tuesday and got a substantial head start on clearing snow from our locomotive walkways. That head start was invaluable to our start up on Wednesday. The locomotive walkways need to be cleared before a crew can safely work. Clearing snow from a locomotive platform is not an easy job. It is surprising how much walkway and platform area exists on a locomotive, and we have twenty six of them in service on any given day. Nate and Ben also helped Ray with snow removal efforts.

No Reading and Northern trains ran Tuesday after 7:00 AM. Leo Davis ensured that trackage rights trains got off the property safely before he went home.

Our trackage rights customer Norfolk Southern told us that they planned to run their normal road schedule on our Lehigh Division in

the early morning hours of Wednesday. The key to success in making that happen was relief dispatcher Aaron Schlosser getting himself dug out of his driveway and making it to work for a 10:30 PM start Tuesday. Aaron stepped up and made this happen. He got the railroad started up again, and the traffic moved as planned.

Start up Wednesday morning went very smoothly because of strong support from our MOW Department. It was all hands on deck for snow removal in MOW. Every MOW employee was involved in snow duty. The snow was so deep that MOW was unable to hi rail for several days, so every train had two or more MOW employees riding to assist. That lasted the entire week. Many railroads will just put one MOW employee with a train on snow duty but I can attest that having more people cleaning really helps for several reasons. Most importantly it reduces fatigue which drastically improves safety. From an operating standpoint, the extra personnel working dramatically improves crew productivity. Train crews can only work twelve hours and every minute is precious, especially in adverse conditions. In my two years at the Reading and Northern, I have never seen a situation after a blizzard where a customer wanted service and we couldn't find a way to get it done. This is another example of how the Reading and Northern finds a way to put the required resources against a job to deliver the service that a customer needs.

Continued on page 22.



Aaron Aigeldinger, Ron Papiercavich, and Jim Cerulli working on digging out an iced over crossing while plowing the Scranton Branch the day after the storm in Scranton.

Continued from page 21.

Erik Yoder, VP of MOW, did a great job of communicating with Jim Cerulli and Joe Matuella in our Operations Department to put the resources where they needed to go. We required MOW assistance until Monday of the following week and MOW never let us, or our customers, down.

The entire MOW Department did a great job. I don't have room to single them all out, but they all deserve a tremendous amount of credit and gratitude. I can tell you about a dramatic effort I witnessed at Penobscot and Crestwood on Wednesday, the day after the storm. Back in Port Clinton, the snow had stopped. Up in Penobscot, they got another six inches on Wednesday and the winds were very strong causing significant drifting. The PECW crew, Jeff Bavitz and Brent Jacobs had to get Berry Plastics switched. They were assisted by Jack Wassel, Russell Monroe, Matt Mizikoski, and Nick Albertsworth from MOW.

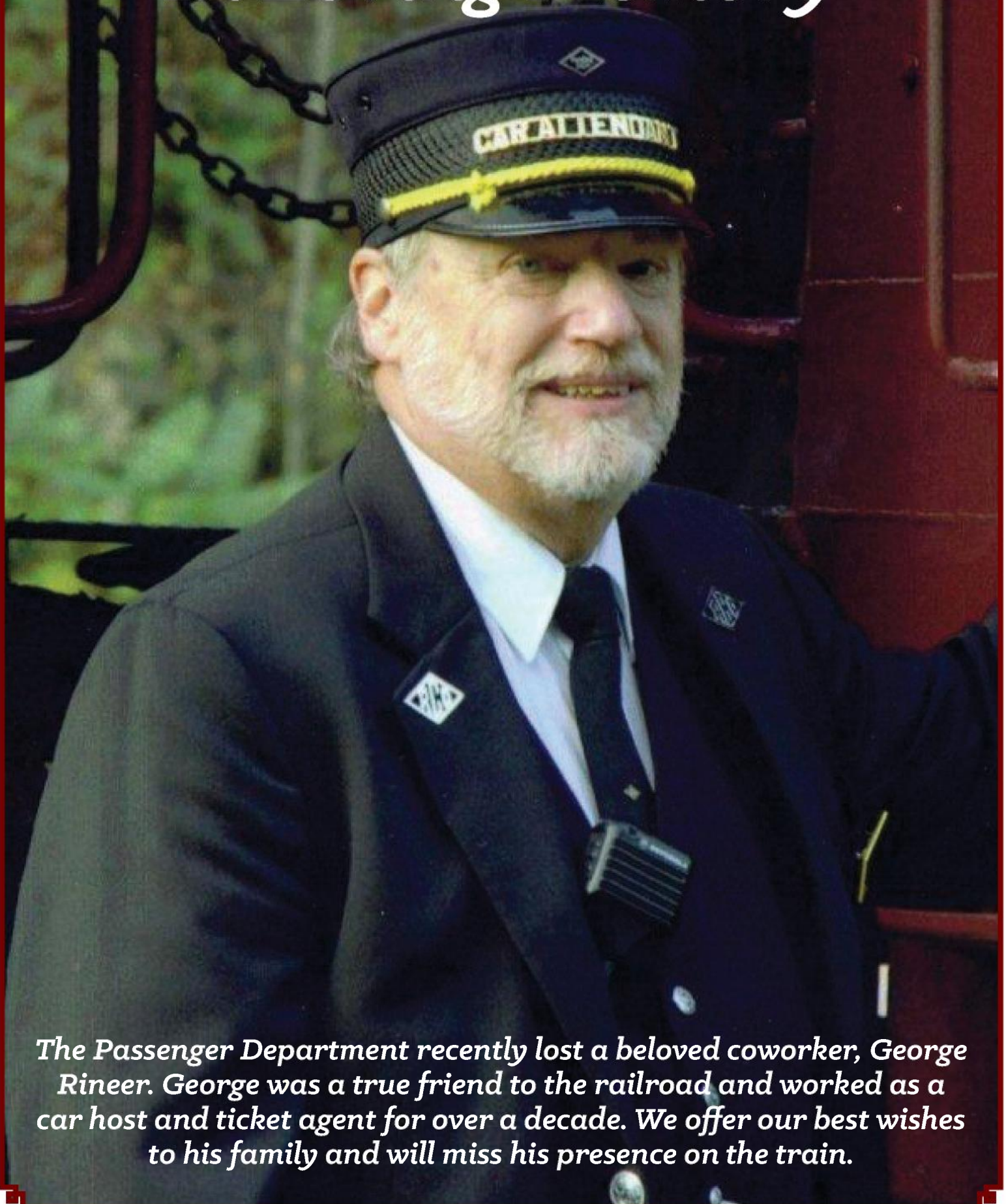
This team had a very grueling and deliberate process. The first move they made was to plow the route they would be using, all the way from the yard to the customer, with light locomotives. This is done to minimize the chances of derailment when they would later be shoving cars and also to make sure that the locomotive would not plow a switch in after they already cleaned it, saving work and reducing risk. That move took about three hours. I caught up with them when they were cleaning the last few switches on the yard lead at Penobscot to begin the

switching moves necessary to build their train. Even with six people shoveling, the progress was slow. Every switch was the same. When you pulled up, your first thought was "where do I start"? The snow was drifted waist high, and it took on average about twenty five minutes of hard shoveling literally digging tons of snow to create a foxhole at least 800 cubic feet. After that point, the team would use a high pressure wand of compressed air off the locomotive to blow the switch clean. The whole process took about thirty five minutes or more per switch. Without all these human resources we would have never completed the Berry switch. After eleven hours of grueling work we successfully completed the Berry switch and the crew made it back to Penobscot just under their federal hours of service limit.

It was like that all over the railroad. Everyone worked long hours, much longer than usual, and we took care of all of the customers who needed service.

On Wednesday night, the wind was so strong and the drifting so severe that in many places, all of the hard work the day before was drifted in and we had to do it all over again. Another long grueling day on Thursday, except Thursday there were more customers in full operation, and we had a normal demand. Our team slogged through, and once again we delivered when our customers expected us to. No required service was missed, and we met 98% of our scheduled two hour service windows for the week. And we did it without any injuries. It took careful planning, hard work, common sense, and teamwork from our dedicated team. ♦

In Loving Memory



The Passenger Department recently lost a beloved coworker, George Rineer. George was a true friend to the railroad and worked as a car host and ticket agent for over a decade. We offer our best wishes to his family and will miss his presence on the train.

Our Wildest Patient Yet

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF REDCREEK WILDLIFE



Our wild patient recuperating after treatment.

On a Sunday morning early in February, the Saint Clair police responded to a call about an injured bobcat. Deputy Wildlife Conservation Officer Dave Fidler responded, and the bobcat was located shortly thereafter. On approach, it ran into the forest, and because it ran strong and straight, Officer Fidler was tempted to let it go. But the bobcat didn't run very far, and when approached a second time, it stood its ground.

The bobcat was wrapped in a cloth tarp and delivered to Red Creek. Greg and I examined it and what we found was very confusing. From its mobility and the description of how well it could run, we didn't think it had any bone fractures. It did have an obvious concussion with a staining of blood in one eye and unequal pupil reaction. It also had injuries to its feet and nails, and we were sure it had been hit by a car.

But there were other signs that didn't match a recent injury. The bobcat was a tiny female, only weighing seven pounds. She was estimated to be eight to ten months old, a juvenile that was probably on her own for the first time. She was noticeably thin, but that could have been dismissed

because of her age and lack of experience as a hunter.

She was also anemic, indicated by pale white gums. Bleeding from the accident could have caused the paleness, but no excessive bleeding was found. Following fluid therapy and treatment for the concussion, another sign suddenly appeared. Although she was quite hungry and attempted to eat for us, she threw up every bit of food. It appeared that this bobcat was not only injured, but very sick as well and we feared an intestinal blockage.

A visit with our veterinarian revealed the answers we needed, and it may sound strange but being hit by a vehicle probably saved this little girl's life. She was diagnosed with cholangiohepatitis, a bacterial infection causing inflammation of the liver, gall bladder, and the biliary system. She was a very sick bobcat, and had she not been injured, would probably have hidden away and died within a few days.

X-rays to determine if there was an intestinal blockage, revealed yet another huge surprise. Her pelvis was fractured in four places from the



Greg Nason and Peggy Hentz administering medication.



The wild one must be wrapped to receive exams and treatment.

accident. None of this was indicated by her actions and movement. Despite her size, age and injuries, she fought us like a wildcat should. Although her condition was grave, one thing was obvious; she had not lost any of her wild ferocity. That alone was a good sign.

One of the pelvic fractures required surgical repair, but it took almost a week for her to recover from the illness to be strong enough for surgery. Her hospital stay extended to ten days, after which she returned to Red Creek to recuperate.

The bobcat's demeanor complicated her care. She refused any food that was baited with medication, so her twice daily doses of antibiotics and pain control needed to be physically given to her. Each medication session was met with a struggle as she fought violently with her increased strength. Her two-week follow up after the surgery also brought another setback. Her struggles resulted in her dislodging the internal pins holding the pelvis in place. Although her movement wasn't currently impaired, the damage would eventually cause arthritis

later in life, causing pain and suffering that we wanted to prevent. A second surgery was performed which was successful, and she returned once again to recoup at Red Creek.

This is a first for Red Creek. Although bobcats are present throughout the state, we have never had the opportunity to rehabilitate one before. I must say that this is probably the most difficult animal we have ever had to treat, and I am proud of the compassion and the skill with which she's been handled, both by our staff and our veterinarians.

She has grown since first arriving and now weighs about ten pounds. She still has a way to go before she can be released, but she's well on her way to a strong and healthy life.

At night I occasionally see her sitting in her enclosure staring off into the distance. It's obvious that she wants to go, and she will be released when she's ready. I am so looking forward to the day when we can set our very first bobcat patient free, so she can restart her young life and grow up to be a wildcat of the Schuylkill County mountains. ♦

Pet Adoption Weekend at the Humane Society



Amanda and her new cat Ellie.



Amber and her new dog Rico.



Barbara and her new cat Shorti.



Crystal and her new dog Dutch.



Dannielle and her new cat Emma Stone.



Edward and his new dog Minnow.



Judah and his mother with their new dog Tyson.



There were steady lines with adoption inquiries.



Crystal Arndt, Human Resources Administrator at RBMN, (Left) and Tammy Debkowski, Finance Manager at RJC, ready to decorate some cards with the children and print pictures of adopted families.



The Humane Society of Berks County had emptied out all of their kennels, thanks to the RBMN sponsored pet adoption weekend!



Last to go, Figment has found his forever home.

Society of Berks County



Buttercup (left) and his new family.



Dani and her new family.



Brothers enjoy making valentines for their family members.



Twelve year old Duke (front and center) with his new family.

A Dog's Purpose

Author Unknown

Being a veterinarian, I had been called to examine a ten year old Irish Wolfhound named Belker. The dog's owners, Ron, his wife Lisa, and their little boy Shane, were all very attached to Belker and they were hoping for a miracle.

I examined Belker and found he was dying of cancer. I told the family we couldn't do anything for Belker, and offered to perform the euthanasia procedure for the old dog in their home.

As we made arrangements, Ron and Lisa told me they thought it would be good for six year old Shane to observe the procedure. They felt as though Shane might learn something from the experience.

The next day, I felt the familiar catch in my throat as Belker's family surrounded him. Shane seemed so calm, petting the old dog for the last time, that I wondered if he understood what was going on. Within a few minutes, Belker slipped peacefully away.

The little boy seemed to accept Belker's transition without any difficulty or confusion. We sat together for a while after Belker's death, wondering aloud about the sad fact that animal lives are shorter than human lives.

Shane, who had been listening quietly, piped up, "I know why."

Startled, we all turned to him. What came out of his mouth next stunned me. I'd never heard a more comforting explanation. It has changed the way I try to live.

He said, "People are born so that they can learn how to live a good life – like loving everybody all the time and being nice, right?"

The six year old continued, "Well, dogs already know how to do that, so they don't have to stay as long."

Live simply.

Love generously.

Care deeply.

Speak Kindly.

Remember, if a dog was the teacher you would learn things like:

When loved ones come home, always run to greet them.

Never pass up the opportunity to go for a joy ride.

Allow the experience of fresh air and the wind in your face to be pure ecstasy.

Take naps.

Stretch before rising.

Run, romp, and play daily.

Thrive on attention and let people touch you.

Avoid biting when a simple growl will do.

On warm days, stop to lie on your back on the grass.

On hot days, drink lots of water and lie under a shady tree.

When you're happy, dance around and wag your entire body.

Delight in the simple joy of a long walk.

Be loyal.

Never pretend to be something you're not.

If what you want lies buried, dig until you find it.

When someone is having a bad day be silent, sit close by, and nuzzle them gently.

ENJOY EVERY MOMENT OF EVERY DAY!

WORLD FOR DOLPHINS DAY

JOIN SEA SHEPHERD AND MAKE THE CONNECTION BETWEEN THE SHOW AND THE SLAUGHTER

Every year, entire pods of dolphins are driven to the shallow waters of Taiji's infamous cove. Once netted within the cove, cetaceans are ruthlessly killed in front of their family members and sold for meat in local markets.

Those fortunate enough not to be slaughtered are sold to captive facilities in Japan or elsewhere around the world. They are transported in coffin-like crates,

sometimes for thousands of miles, doomed to a life of imprisonment in small barren tanks.

This year is no different, this massacre continues to happen as the world grows more and more unsettled by the images coming from Taiji, Japan.

Show your love for dolphins this Valentine's day and protest against this horrific hunt!



THIS PAST SEASON:

198 - dolphins taken captive
483 - dolphins slaughtered



SEA SHEPHERD'S OPERATION INFINITE PATIENCE

In 2010, Sea Shepherd launched its annual Taiji Dolphin Defence Campaign.

Each year since, Sea Shepherd has had an ongoing presence of volunteers from

around the world who remain on the ground in Taiji throughout the entire six-month hunt season, documenting and live streaming daily so that no dolphin is taken from the waters of the cove unseen by the world.



WHAT CAN YOU DO TO HELP?

DON'T BUY A TICKET!

The captive performing dolphin and 'swim with dolphins' industry profits are founded on the suffering and blood of tens of thousands of deaths at Taiji.

The way to shut them down is to take the profit out of their operations.

Do not support any aquariums, marine parks or other facilities that hold dolphins and/or whales captive.

YOU CAN ALSO...

TALK TO FRIENDS & FAMILY

Encourage your friends and family to stay away from aquariums, dolphinariums, entertainment parks and other captive dolphin facilities and tell them why.

PICK YOUR HOLIDAYS CAREFULLY

Do not include captive dolphin facilities or hotels in your holiday packages. Contact those dolphin businesses and let them know how you feel about dolphins being kept in captivity.

TELL OTHERS!

Educate others on the link between the captive dolphin industry and the Taiji dolphin slaughter. Do not participate in captive dolphin programs like "swim with the dolphins."



seashepherd.org | info@seashepherd.org | +1-212-220-2302



Wellness Corner

BY: SABINE FIDLER, ADMINISTRATIVE ASSISTANT

Allergies

A Kennings Poem by M.M.

Nose-stuffers
Sneeze-provokers
Itch-inducers

Congestion-causers
Nasal-drainers
Head-throbbers
Wheeze-warriors

Cough-cravers
Lung-whistlers
Hive-scratchers

— *Auf Wiedersehen Winter
Grüßle Spring*

Although the Mayo Clinic identifies six allergy symptoms ranging from hay fever to drug allergies, this edition of RBMN's "Wellness Corner" focuses on causes, symptoms, and diagnosis/treatment for seasonal allergies associated with the Spring and Summer seasons affecting sinuses, nasal passages, and airways.

Causes

An allergic reaction frequently occurs when the immune system identifies a typically harmless substance as dangerous. The body responds to this "dangerous" invader, or airborne allergen, by releasing histamines and other immune system chemicals into the bloodstream causing symptoms of an allergic reaction.

Miniscule granules called pollen, the most common allergy stimulus, are released into the air by grass, trees, and weeds. For individuals with allergies or asthma, inhaling these infinitesimal instigators sends the body's defenses into an erratic frenzy.

Symptoms

Seasonal allergy symptoms range from mild to severe. Hay fever, also known as allergic rhinitis, occurs with the inhalation of pollen granules causing the immune system to overreact resulting in symptoms such as:

- Runny, stuffy nose
- Itchy throat, sinuses, or ear canals
- Sneezing
- Post-nasal drip
- Red, swollen, itchy, or watery eyes
- Head or chest congestion
- Wheezing, coughing, or shortness of breath



Diagnosis & Treatment

To determine whether or not you have an allergy, your doctor may inquire about any signs or symptoms you may have, complete a physical exam, or require the maintenance of a comprehensive diary detailing symptoms or potential triggers.

Allergies can often be incapacitating and impede quality of life. The Asthma and Allergy Foundation of America (AAFA) identifies three common treatment options recommended to provide some respite which include trigger avoidance, OTC drug medications, and long-term treatments.

Trigger Avoidance

Avoiding exposure to airborne allergens during peak allergy season can be challenging, however, minimizing exposure can promote reduction of symptoms. Suggestions include:

- Resist excursions within natural regions during pollen season.
- Secure windows to reduce the amount of pollen entering your home.
- Install an air filter within your home.
- Routinely clean your home to inhibit dust and allergen accumulation.
- Utilize mattress and pillow covers; launder bedding frequently.
- Introduce a stand-alone air purifier into your home.

OTC Drug Treatments

Many over-the-counter medications can relieve your immune system reaction to allergens. The AAFA recommends consulting with your physician prior to ingesting OTC allergy medications as they may interfere with medicines you are currently taking.

The most common OTC medications taken to alleviate seasonal allergy symptoms are antihistamines and decongestants. Individuals experiencing itchy rashes, sneezing, a runny nose, or itchy and watery eyes may choose antihistamines to lessen symptoms. Decongestants are typically chosen for a stuffy nose or full head feeling.

Long-Term Treatments

Doctors may recommend immunotherapy for individuals with severe allergies which have not subsided by other types of treatments. Immunotherapy can either involve a series of purified allergen extract injections over a span of a few years or dissolving sublingual medications taken to mitigate certain pollen allergies.

<http://www.mayoclinic.org/diseases-conditions/allergies/symptoms-causes/dxc-20270197>

<http://www.healthline.com/health/allergies/seasonal-allergies#Symptoms2>

<http://fightthecauseofallergy.org>

Medical Hack!

So, your doctor ordered a test or treatment and your insurance company denied it. That is a typical cost saving method. OK, here is what you do:

1. Call the insurance company and tell them you want to speak with the "HIPAA Compliance/Privacy Officer". (By federal law, they have to have one.)
2. Then ask them for the NAMES as well as CREDENTIALS of every person accessing your record to make that decision of denial. By law you have a right to that information.
3. They will almost always reverse the decision very shortly rather than admit that the committee is made of low paid HS graduates, looking at "criteria words," making the medical decision to deny your care. Even in the rare case it is made by medical personnel, it is unlikely that it is made by a board certified doctor in that specialty and they DO NOT WANT YOU TO KNOW THIS!
4. Any refusal should be reported to the US Office of Civil Rights (OCE.gov) as a HIPAA violation."

Author – BAA, RN

RBM IN KNOE BEL'S PICNIC



Group turnout.



Retirees Del and Stanford Saylor still enjoy attending our company events.



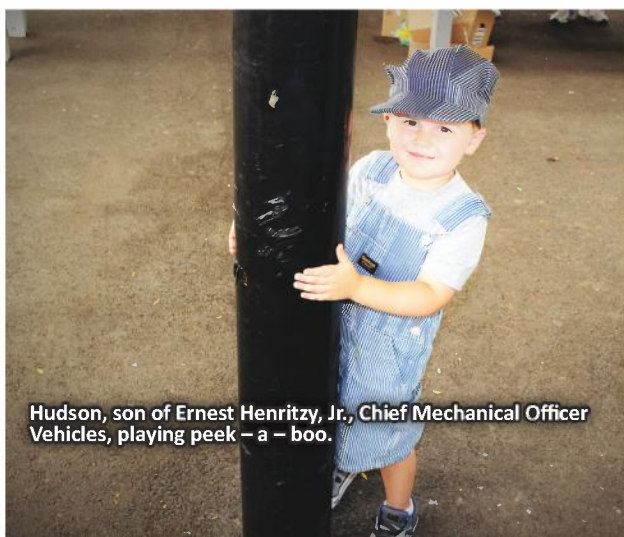
Michael Kolbe, Operations Engineer, having a whirl on the bumper cars.



Rebecca Engle (in pink), Summertime Track Worker Assistant, enjoying her day.



Larry Yoder, RJC and his wife Donna in line for food.



Hudson, son of Ernest Henritz, Jr., Chief Mechanical Officer Vehicles, playing peek – a – boo.

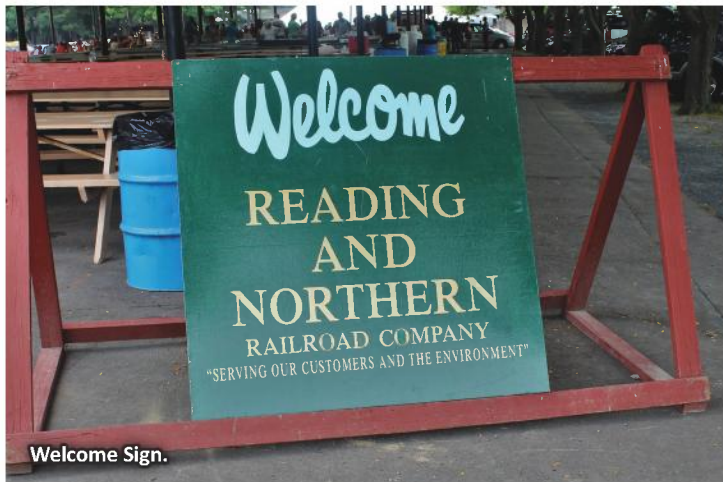


Duane Engle, AVP of Track – MOW, ready for some bumper cars.



The RBMN annual company picnic at Knoebels Amusement Resort in Elysburg, PA will be on Saturday, July 15th, 2017. It is open to all employees and their immediate family (children 18 and under).

Look for your invitation with details to come out via email or by USPS later this month. As you can see from these photos, those attending always have a great time. Please make plans to join us this July!



Welcome Sign.



Three Generations of Geschwindt – Darren, AVP of Merchandise Traffic, Phil, AVP of Accounting, and Tyler, LGSR Mascot enjoying lunch.



Diane Leiby, Payroll Director, and husband Kenny enjoying lunch.



Rosie the pet skunk of Gaylene Ebling and employee Dave Evely eating coleslaw which was her favorite part of the meal served at Knoebel's picnic for the railroad company.

RBMN ANNIVERSARIES ACKNOWLEDGED

THIRTY YEARS



March 1st, 1987
Diane Leiby
Payroll Director

TWENTY YEARS



February 24th, 1997
William Riegle
Engineer

TEN YEARS



January 9th, 2007
Travis Prevost
Engineer



January 21st, 2007
Michael Kohl
Engineer

FIVE YEARS



January 3rd, 2012
Matthew Fredmonski
Patrolman

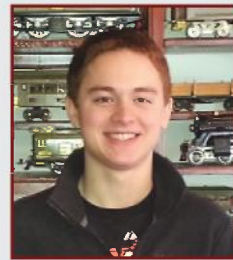


January 30th, 2012
John Brown, Jr.
Machine Operator



March 14th, 2012
Michael Painter
Patrolman

THREE YEARS



January 3rd, 2014
Alvin Rineer
Conductor



January 3rd, 2014
Tony Weachock
Conductor



January 3rd, 2014
Raymond Zweizig
Manager Passenger Services

ONE YEAR



January 25th, 2016
Benjamin Meiser
Locomotive
Electro-Mech. Tech.



January 25th, 2016
Ronald Deluca
Conductor



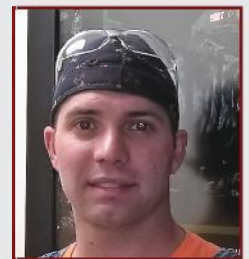
January 25th, 2016
Christopher Maddock
Conductor



January 25th, 2016
Joseph Matuella
Operations Admin.



March 14th, 2016
Rian Nemeroff
VP Forest Products



March 15th, 2016
John Byassee
Carman

Reading & Northern's Family Recipes

Steve Werley, Customer Service Manager-Coal, shares a recipe that his wife, Kate, had found on the internet about a year ago when she became a vegetarian. It has become one of their favorite recipes, so Steve and Kate are eager to share it with others. When asked if he is a vegetarian, Steve replied, "I am not, but I will eat vegetarian dishes/meals from time to time. I could never give up my beef and pork." Enjoy! We would like to encourage everyone to send us their favorite family recipes to sfidler@readingnorthern.com.

Vegetarian Lentil Meatloaf

Prep time: 45 minutes • Cook time: 45 minutes • Ready In: 1 hour 30 minutes

Ingredients

- 1 ½ cups French green lentils
- ¾ cup chopped onion
- ½ cup shredded carrot
- ½ cup chopped red bell pepper
- ¼ cup wheat germ
- ½ cup cooked brown rice
- ¾ cup bread crumbs
- ¼ cup crushed flax seed
- ¾ cup egg whites
- 1 (6.5oz) can tomato sauce
- 1 tablespoon olive oil
- 2 teaspoons dried thyme
- 1 pinch cayenne pepper, or to taste
- salt to taste

Directions

1. Measure the lentils into a saucepan, and fill with enough water to cover them by 1 inch. Bring to a boil, and cook until tender, about 45 minutes. Check occasionally, and add more water if needed. Drain, and set aside to cool.
2. Preheat the oven to 375 degrees. Grease an 8x4 inch loaf pan.
3. In the bowl of a food processor, combine the onion, carrot, bell pepper, and wheat germ. Pulse until finely chopped. Transfer to a bowl. Put the lentils into the food processor and process into a paste. Spoon the lentils into the bowl with the vegetables; and mix in the rice, bread crumbs, flax seed, egg whites, tomato sauce, and olive oil. Season with thyme, cayenne pepper, and salt. Spoon mixture into the prepared loaf pan.
4. Bake for 45 minutes in the preheated oven until heated through and browned on the top. Cool slightly before slicing and serving.

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549



John Dubick performing repairs on the inside of one of our open top coal cars.