

# R & N Magazine

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

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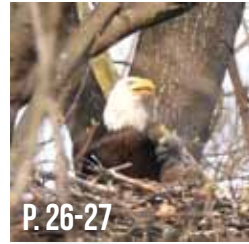
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## COVER PHOTO

REBECCA ENGLE, MOW TRACK WORKER, INSTALLING RAIL AT HECLA, MAINLINE MILEPOST 89.05.

## EDITORS

JOLENE BUSHER • SABINE FIDLER

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# KEEPING ON TRACK



Dennis Shaffer inspecting the new sidetrack facility at Kopy's Propane in October 2016.

BY: WAYNE A. MICHEL, PRESIDENT

Forty years ago, during a typically hot and humid Washington DC summer, I began my career in the railroad industry. I had just graduated from George Washington University Law School and passed the DC Bar. My first job was as an attorney at the Interstate Commerce Commission, the precursor to the current Surface Transportation Board.

Back in 1978 the ICC was a powerful agency. It was the nation's first independent regulatory agency having been founded in 1887 and it was, in its time, remarkably powerful. By the time I joined the agency deregulation of the trucking and railroad industries was in the air. Nonetheless, over a thousand employees and many Commissioners occupied an entire beautiful building at the Federal Triangle.

For those of you who were not active in railroading at the time, the 1970's were a very difficult period for railroads. The industry was both heavily regulated and in poor financial condition with many believing the former led to the later. Deregulation was coming as President Carter had started by deregulating the airlines. The railroads were up next. The bankruptcy of the PennCentral and formation of Conrail as well as the creation of Amtrak to save passenger service had been national news. The midwestern railroads were nearly bankrupt and it was clear change, and radical change at that, was needed.

That made for an exciting time for a young attorney. And since most of the older attorneys were set in their regulatory perspectives the young attorneys were given unusual opportunities. As a result, I was soon assigned to a major "merger" type case involving the sale of the Tucumcari line from the bankrupt Rock Island to the Cotton Belt subsidiary of Southern Pacific. The case is more familiarly known as Rock Island 2. I ended up drafting the decision approving the sale for the Commissioners in 1981 and was then asked to

write and testify about a new Railroad Merger Policy that made it easier and faster for railroads to merge. Merge they did; in a relatively short period of time the industry went from over twenty Class 1 railroads to seven. At about the same time Congress passed the Staggers Rail Act of 1980, which made it easier for railroads to make deals with customers and to downsize by selling rail lines to shortlines. As a result, the shortline industry quickly grew from dozens of shortlines to many hundreds of shortlines and regional railroads. Thanks to my position I was able to draft many of the regulations and decisions permitting these changes; changes that led to the renaissance of the rail industry.

As it turns out Dennis Shaffer was also front and center during this tumultuous time. In fact, Dennis was already at work in the industry as a part-time yard clerk and agent for the Reading Railroad, the original Road of Anthracite, while I was in junior high! All this and more is set forth in Tyler Glass' article on p.5 celebrating Dennis' career on the occasion of his retirement after an amazing 50+ year career in the railroad industry. After Penn State Dennis joined the Rock Island in 1971 (the same Rock Island I later helped dismantle with the sale of the Tucumcari line). Dennis to this day will tell you that ICC regulation killed the Rock Island. At the time I started my railroad career as a lawyer Dennis had already moved on to the Delaware & Hudson where he was involved in reacting to the formation of Conrail. By the time he left the D&H in 1984 he was the AVP Pricing and Marketing.

As I was joining Conrail in late 1985 and starting the Class 1 portion of my career, Dennis had moved on to help start the first of two prominent regional railroads. Of note was an action he took as VP of Marketing at Iowa Interstate. Dennis hired a young man who helped him set up Interstate Reloads, the Iowa Interstate transloading and

warehouse operation, which was a radical concept at the time. As a result of their efforts Iowa Interstate won a Golden Freight Car Award. By the way that young man Dennis hired grew up to be Bill Clark, Reading & Northern's Senior VP Coal. Talk about being a small world!

I first came into contact with Dennis when he came back home and joined the North Shore Railroad.

Dennis handled marketing for Dick Robey. I first met Dennis when I was running industrial development for Conrail and then when I took over the Conrail Shortline Program I would spend more time with him. I found him to be among the best marketeers in the shortline world. In fact, one of the main reasons I invited the North Shore Railroad to join the new Conrail Express program in 1996 (an honor also bestowed on Andy Muller and the RBMN) was because of how impressed I was with Dennis' marketing acumen.

Dennis moved on from the North Shore and joined PA Distribution, a lumber transload, in 2010. Even then Dennis and I would keep in touch as RBMN was always looking for new business and Dennis always had a high opinion of the RBMN operation. Our paths really crossed with his next job when he went to work in 2011 for local entrepreneur John Moran. In addition to running a Moran facility that was used as a Norfolk Southern TBT Terminal in Sunbury, a facility that he showed off to me and Dan Gilchrist, Dennis also played a critical role in Moran's efforts to privatize the rail lines owned by the SEDA-COG Joint Rail Authority. Dennis has been on the JRA Board for over a decade, only leaving when he went to work for Moran, and he knew firsthand that the lines should be privatized. He was familiar with articles written by me and Andy Muller advocating privatization and so he invited Andy and I to meet with him and John's team.

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Continued from page 3.

Over the course of a year we got to know Dennis even better and were very impressed with his knowledge and work ethic.

Once the Rail Authority made clear that it would never consider privatization regardless of price, Dennis decided to move on. Thankfully he came and talked to me and we agreed to immediately hire him.

What Dennis did for RBMN in his six short years was nothing short of remarkable. While RBMN was successful in industrial development and business development before Dennis, there was a limit as to what Andy Muller, Dan Gilchrist and I could do. We did a great job developing the on-line business as well as making strategic investments in off-line facilities supporting our coal business, even winning a number of industry awards for our efforts. But Dennis expanded our offerings to transload and warehousing, business he learned firsthand while running PA Distribution.

When Dennis took on an assignment he was hands on. Dennis would drive the forklift when our facilities opened, he designed the rail infrastructure and oversaw the trackwork, he ensured we met customer needs and he negotiated the commercial terms.

As a result of his efforts, RBMN has successful

transload and warehouse businesses that are poised for ongoing growth. For his efforts we won two national marketing awards.

During his tenure Dennis also drove our industrial development program. Thus, it is fitting that in the issue announcing his retirement, we also announce the groundbreaking for one of the most important RBMN industrial development efforts of the last 20 years. See Dennis' article on p.6.

The decision by IRIS USA to build their newest US manufacturing facility along our line in Humboldt Industrial Park was a huge get for our company. The IRIS site search encompassed a multi-state area as IRIS decided it wanted a presence in the Northeast/MidAtlantic market. As Dennis article shows RBMN pursued this opportunity aggressively and Dennis was our point throughout. When the facility opens and is at full capacity IRIS will transport hundreds of inbound cars of raw materials via rail. We encourage all of our readers and friends to support IRIS and buy their excellent line of clear plastic storage products. At IRIS USA it's about "HELPING OTHERS TO LIVE LIFE ORGANIZED."

All of us at Reading & Northern are delighted that IRIS USA chose to locate their newest manufacturing facility on our railroad. Thank you to IRIS USA and the men and women throughout

the region who helped this location decision and thanks to Dennis for working so hard to accomplish this task.

As I write this column it is the weekend before the Fourth of July; an appropriate time for reflection. As we celebrate our nations struggle for independence it is somehow appropriate to think back on how the railroad industry, which was so critical to our nations growth, came back from the financial precipice after the government lifted the heavy hand of regulation.

On a personal level as I reflect on my 40 years in the industry it is clear that my years at the ICC, and later at Conrail where I held marketing positions from late 1985 to Conrail's split in June 1999, allowed me to see firsthand the remarkable changes in the railroad industry. It has been a wonderful career capped by the good fortune of working with Andy Muller and being allowed to serve as President of Reading & Northern; by far the best and most interesting job I have ever held.

And as we celebrate Dennis retirement and the IRIS decision to locate on Reading & Northern it is worth remembering that it takes the hard work and dedication of dozens of men and women like Dennis Shaffer to keep us on track. ♦

# Dennis Shaffer Retires

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS



"The Road of Anthracite"

## FOR IMMEDIATE RELEASE:

Port Clinton, PA – May 29, 2018

Reading & Northern Railroad is pleased to announce that, working with CAN DO and others, it has successfully located the newest manufacturing facility of IRIS USA on its railroad tracks in the Humboldt Industrial Park in Hazleton, PA.

IRIS USA, a manufacturer and distributor of injection-molded plastic products, has purchased a 34-acre site in Humboldt East along the Reading & Northern railroad and soon will begin construction of its first plant on the East Coast, a 500,000-square-foot manufacturing and distribution facility. When completed the plant will create 95 full-time jobs.

IRIS USA said it is building the new plant in response to strong growth in customer demand, especially in the area of e-commerce. "With the exponential growth of online purchasing, we are pleased to be able to respond to commercial and consumer demand by locating our new facility on the East Coast, with such close proximity to rail lines, highways, and shipping ports," says IRIS President Doc Takahashi. The company manufactures plastic organizational products such as storage containers, pet products, kitchenware and lighting equipment for uses for the home, office, craft and hobby, and pets; IRIS also imports small appliances and furniture items from sister factories in Asia.

Reading & Northern worked alongside CAN DO, Penn's Northeast, and others in helping IRIS choose the Humboldt site. Critical in the IRIS deliberations was the ability of Reading & Northern to build the

necessary track infrastructure for a reasonable price and in a timely matter. Reading & Northern also worked with other local partners to provide economic incentives to IRIS so that they were able to choose this site. CAN DO said its marketing department worked for more than year with the Governor's Action Team on the project and also were assisted by Hazle Twp., the Hazleton Area School District and Luzerne County, which provided vital tax incentives through the LERTA program.

Andy Muller, Jr, Owner/CEO of Reading & Northern welcomed IRIS to the family of Reading Northern customers. "On behalf of the 200+ employees of the Reading & Northern we are delighted that IRIS has chosen to locate its newest North American facility alongside our tracks. During the site search we worked closely with the IRIS USA team to make sure their needs were met. Once operations begin we are confident that IRIS will come to appreciate our excellent customer-oriented service including guaranteed two hour service windows. We can't wait to work with IRIS on building their siding and beginning service."

IRIS OHYAMA was established in 1958, incorporated in 1971, and has its headquarters in Sendai, Japan. It creates consumer products for both household and commercial use in domestic and international markets including Japan, China, Korea, and the Netherlands. In 1992, the company incorporated IRIS USA and two years later opened its first U.S. facility in Stockton, California. Since then, IRIS USA has added facilities in Texas, Wisconsin and Arizona.



Andy Muller, Jr. presents a model of a Reading & Northern Railroad boxcar to Akihiro Ohyama, IRIS Chairman and CEO, and Hiroyuki (Doc) Takahashi, president of IRIS USA.

In addition to the United States and Japan, IRIS also operates in China, Korea and Europe.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, PA 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 with over 320 miles of track. Reading and Northern operates both freight services and steam and diesel-powered excursion passenger services through its Lehigh Gorge Scenic Railway, owns almost 1,300 freight cars, and employs over 200 dedicated employees. ♦

It is with mixed feelings that we announce the retirement of Dennis Shaffer, Vice President Business Development, after six years with the Reading & Northern.

We have been fortunate to have Dennis with us as he concluded a career that spanned five decades. Dennis worked for several railroads and other railroad related businesses during his career and he got to experience the industry go through a renaissance from a business on the decline to a booming industry that has reinvented itself many times over.

His railroad career began in the Summer of 1967 as a part-time clerk for the Reading Company while attending college at Penn State. Dennis graduated from college in 1971. From 1971 until 1975 Dennis worked as a cost and operations analyst for the Rock Island Railroad in Chicago. From 1976 until 1984 Dennis worked for the Delaware and Hudson Railway where he had different responsibilities including head of marketing and pricing and intermodal operations. Dennis' next stop was the startup operation Iowa Interstate Railroad from 1984-1991, where he was in charge of marketing and pricing. From there Dennis would become President for the start-up of the Twin Cities and Western Railroad. Next were short stints at Genesee and Wyoming and Keokuk Junction Railroads.

Dennis came home in 1995 when he joined the North Shore Railroad as the head of marketing. He left the North Shore in 2000 to join PA Distribution, a lumber transload. Dennis worked at PA Distribution from 2000-2010 and in 2011, while working for local entrepreneur John Moran, he was the Terminal Manager of Norfolk Southern's TBT Terminal in Sunbury. During most of his time with PA Distribution and John Moran he was on the board of directors for SEDA-COG

Joint Rail Authority. He ultimately resigned from the Board when he assisted Moran in his efforts to privatize the rail authority.

In August 2012 Dennis decided to join the RBMN. He and Wayne Michel has known each other since 1995 and they respected each other. Wayne decided Dennis could assist RBMN on business development...and boy was he right! Dennis hit the ground running and in a short time made a dramatic impact. Dennis developed the transloading sector of our business, establishing transloads in Cressona, Penobscot (Mountain Top) and Old Forge. Dennis was instrumental in all aspects of the developments and thus worked closely with many departments at the railroad to create what he deemed necessary at each location. In 2014 the railroad won an American Short Line and Regional Railroad Marketing Award for the transload developed by Dennis at Penobscot and Cressona.

Coworkers would also notice that Dennis had a different approach when he came to work for the railroad; he was never apprehensive about challenging the status quo. It was his previous experience that helped shape his views. From the start of his career through the mid 1980's Dennis would work for three different railroads that have since faded into history. I asked Dennis about his perspective on working for railroads that were in the decline. His answer was surprising to me. Dennis relayed that because there was nothing to lose he could often be creative with ideas and try different things.

There were so many things large and small that Dennis did to help drive RBMN's success the last six years. The bottom line is he is leaving big shoes to be filled. We will miss his experience, vast railroad knowledge and enthusiasm and amazing work ethic.

We wish the very best to Dennis as he starts this new chapter in life. ♦

# Persistence Pays Off

BY: DENNIS SHAFFER, VP BUSINESS DEVELOPMENT



**Iris ground breaking (Pictured at the groundbreaking are, from left: Robert Fiume, president of the Hazleton Area School Board; Dr. Gary Lawler, chairman of the Greater Hazleton Chamber of Commerce Board of Directors; Jared Grissinger, of the PA Governor's Action Team; state Rep. Tarah Toohil; state Sen. John Yudichak; Hiroyuki (Doc) Takahashi, president of IRIS USA; Akihiro Ohyama, IRIS Chairman and CEO; Kevin O'Donnell, CAN DO president and CEO; Jim Montone, chairman of Hazle Township supervisors; Eugene Kelleher, vice chairman of the Luzerne County council; Dr. John Madden, chairman of the CAN DO Board of Directors; Chris Perry, of Luzerne County council; Joseph Lettiere, CAN DO vice president; Dennis Dudeck, vice chairman of Hazle Township supervisors, and Gary Lamont, president of the CAN DO Community Foundation.**

The May 25 groundbreaking for the new IRIS plant in the Humboldt Industrial Park is highlighted in the Press Release and accompanying photos on the previous pages. The decision to build this manufacturing plant is a major accomplishment that will bring new quality manufacturing jobs to our area, and new business to the Reading and Northern. As with most significant accomplishments there is more background to the story.

During early 2017 Can Do was working with IRIS on another location for their plant in Humboldt. However, things did not work out with the property owner and we were told IRIS had dismissed Humboldt and was looking elsewhere; the opportunity was dead. IRIS also had a tight timetable for beginning construction and was only interested in properties where they would move quickly to begin construction and be in production at the earliest possible date.

However, Wayne Michel, being the persistent person he is, refused to take NO for an answer. He had further discussions with the President of IRIS and convinced him to consider other locations on the Reading and Northern. Wayne asked that I prepare a presentation of other possible locations on our railroad. A week later I met the President of IRIS and was able to spend almost an entire day in the car showing him other properties, and at the same time extolling the benefits of locating their plant on the Reading and Northern. Good rail service was critical and we certainly have a good story to tell in that regard. No other railroad can match our scheduled service and commitment to the customer that Andy, Wayne and our entire organization has. Another important consideration was making sure the critical track infrastructure was in place for unloading their inbound raw materials. We promised we would construct their side tracks at a low cost and would move quickly to have the track ready well in advance of the plant opening.

During this search RBMN was still interested in working with CAN DO, as they too continued to be persistent in the recruitment of IRIS and developed local government support for the IRIS project. Wayne, Dan and I had a luncheon meeting with Kevin O'Donnell and Joe Lettiere of CAN DO to discuss IRIS and other issues. At that luncheon the 46 acre lot number 103 and its availability for development was discussed. Initially this lot was dismissed as a location for IRIS due to the permitting schedule and the inability to meet the timeline for the project. However, the more we discussed it with Kevin and Joe, and realized CAN DO continued to complete engineering work even though IRIS had dismissed the site, the more we began to see how their project schedule could be met. As a result, lot 103 in Humboldt became a prime property to share with IRIS. Long story short – everything eventually fell in place and IRIS ended up choosing to locate on lot 103.

Persistence, creativity and willingness to move quickly and decisively paid off. Many parties can share to credit for this success story, but we would like to think our persistent, aggressive efforts played a significant role. We are 100% confident IRIS made the right decision and they, like other new customers who located on our railroad, will see that we don't just make promises, we keep them. ♦



**The Reading & Northern Railroads private train was on hand for the Iris ground-breaking ceremony on 5-25-18.**



**IRIS USA officials take a tour of the Reading & Northern's private cars prior to the Iris ground breaking ceremony.**



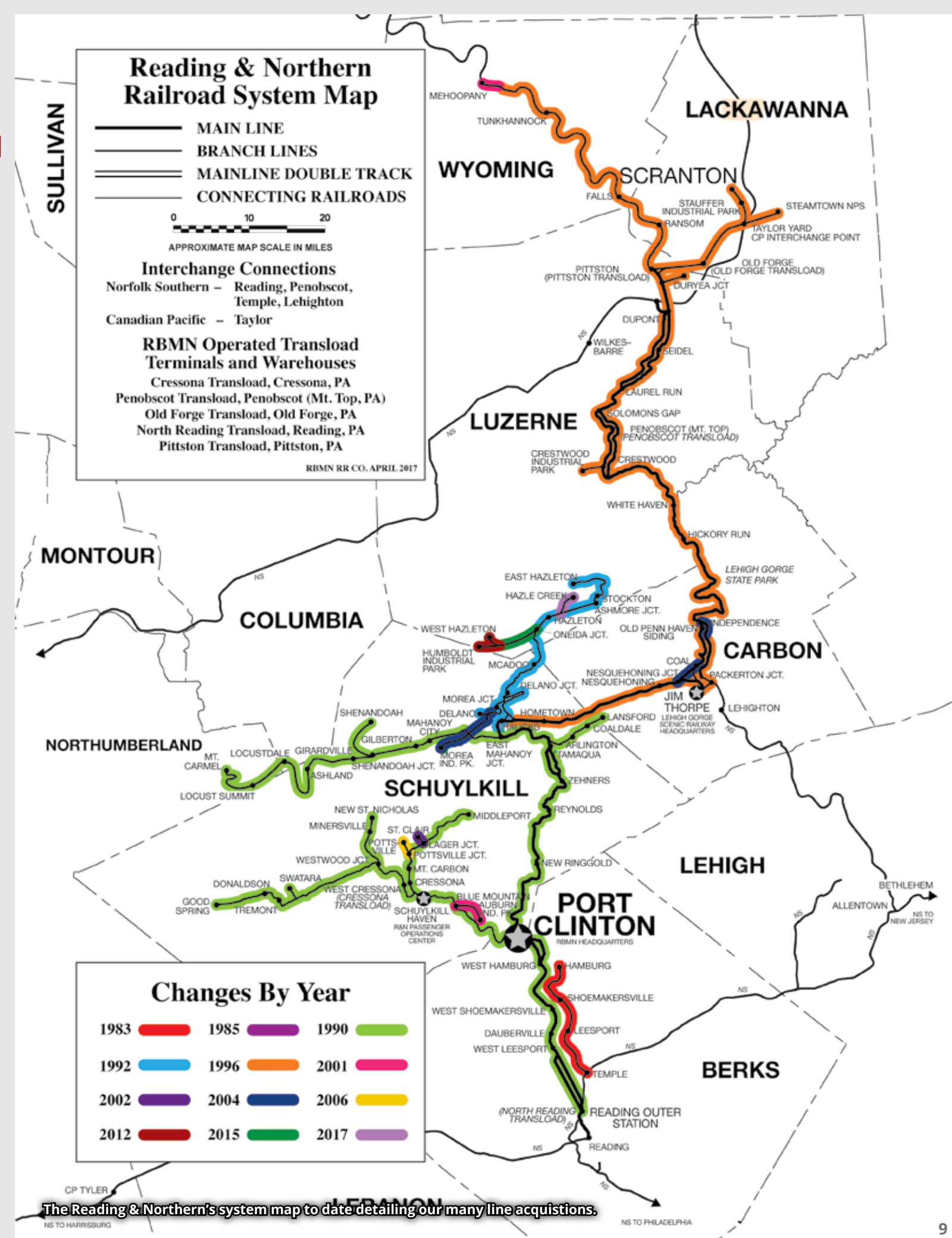
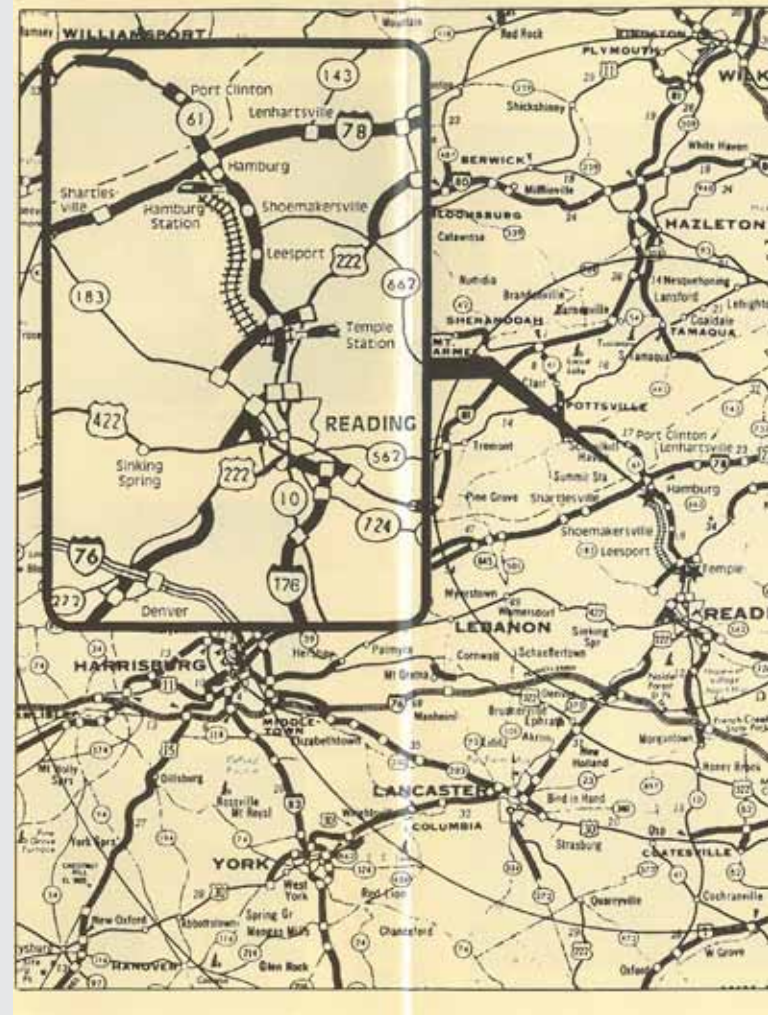
**Ryan Anderson, VP of Ecommerce, and Hiroyuki (Doc) Takahashi, president of IRIS USA, take in the view from the back platform of Car #1.**

# Building of a System Map

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS



Our earliest system map as shown from a Blue Mountain & Reading Railroad brochure, circa 1986.



The Reading & Northern's system map to date detailing our many line acquisitions.

In September we will celebrate our 35th year in the railroad business. The railroad has grown quite a bit since its humble beginnings in 1983. In this article we will show how our railroad's system map grew from a tiny startup operation to a large regional powerhouse over the last 30 years. The story has been told many times how Andrew "Andy" Muller Jr. got his start in the railroad business by a simple quip by a gentleman in a barroom. "Hey Muller you oughtta buy the railroad." Although he didn't buy that particular piece of railroad Andy did take over operations on a Commonwealth-owned piece of railroad on September 20, 1983. Under the name the Blue Mountain and Reading Railroad Andy began operations over a 13 mile former Pennsylvania Railroad branch that ran from Temple to South Hamburg. In addition to trying to build the freight business Andy decided to bring tourists to the area and began offering train rides. In 1985 Andy took over a 2 mile line at Auburn, Schuylkill County. His designated operator empire grew to include lines in Berks, Montgomery and Lehigh Counties, specifically the 16 mile Perkiomen Branch, the 8 mile Boyertown Line and the 4 mile Kutztown Line.

With the railroad bug firmly planted Andy was ready to actually own a railroad. The natural place to look was Conrail. His railroads interchanged with Conrail and Conrail had cooperated with him on some excursion trips. Andy decided to persuade Conrail that it should sell railroads in his region to him if and when Conrail chose to sell. Towards that end Andy would regularly visit Philadelphia and often would take Wayne Michel, Conrail's Director of the line sale program, out to lunch. The opportunity soon presented itself when Conrail decided to sell the Reading Cluster, a 120 mile cluster of rail lines that once served the vast anthracite coal market previously owned by the Reading Railroad. Andy's efforts paid off as Conrail chose to negotiate with him on the sale. Eventually a deal was reached and on December 15, 1990 the Reading Blue Mountain and Northern Railroad, also known as RBMN, acquired the lines located in Schuylkill, Columbia and Northumberland Counties.

Shortly thereafter in 1992 two simultaneous transactions led to further expansion in the coal fields. Conrail agreed to sell an 8 mile line to serve Jeddo Coal, located on the east side of Hazleton along with certain trackage rights. Concurrently RBMN worked to acquire from the Schuylkill County Rail Transportation Authority (SCRTA) the 14 mile line from East Mahanoy Jct. to a connection with Conrail at Oneida Jct. This sale also included a 5 mile line to Delano. The purchase of the lines from SCRTA and the trackage rights granted from Conrail enabled the railroad to access its newly acquired lines and connect them with the Reading interchanges. These endeavors would allow the railroad to expand into Carbon and Luzerne counties.

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Continued from page 9.

The railroad operations actually shrank a little in 1995 when Reading and Northern would pull out of the operations of the Commonwealth-owned Perkiomen, Boyertown and Kutztown lines. The Blue Mountain and Reading Railroad became history.

The next huge step for RBMN came in 1996 when Conrail announced its intention to embark on a significant series of line sales involving viable railroad lines. Among those lines was the Lehigh Line, which ran from Allentown to Sayre, a distance of 170+ miles including 10 miles of railroad to Hazleton. Conrail chose to shed this operation in three pieces, lower, middle and upper Lehigh Clusters. In 1996 Conrail decided to work with Andy on the sale of the Lehigh Middle segment. The other segments were scheduled to be sold in future years and Conrail made clear its intent was to sell them to RBMN. On August 19, 1996 Reading and Northern took over the 86 mile middle Lehigh Cluster from Lehigh to a point just short of Proctor & Gamble's manufacturing facility in Mehoopany. This also included a 12 mile branch to Scranton, trackage rights to Bridge 60 in Scranton, and service to the Crestwood Industrial Park. This trackage is located in Luzerne, Lackawanna and Wyoming Counties.

With the Conrail sale in place the railroad obtained trackage rights over the C&S Railroad from Haucks to Packerton Junction. Andy realized he needed the rights over the C&S to move towards his dream of connecting his Reading Division with his new Lehigh Division. Along with the acquisition of trackage right Andy began an effort to pursue restoration of a defunct railroad bridge across the Lehigh River so as to ultimately be able to connect his divisions without the need of talking to a Class 1 dispatcher.

At the time of the Lehigh Sale RBMN, and most other people in the northeast, assumed Conrail would be around for a long time. Conrail had shed its government ownership and had become a profitable, well-managed competitor in the region. However, within weeks of Andy's acquisition of the Lehigh Middle cluster, Conrail announced its intention to merge with CSX. Norfolk Southern quickly responded with its own proposal. When the dust settled CSX and NS would agree to split Conrail. And with that decision came the end of Andy's near-term plan to acquire the rest of the Lehigh Line. As it turned out NS became the owner of the Conrail lines in RBMN territory and NS became RBMN's Class 1 partner.

With Conrail's "Split Date" Wayne Michel was no longer working for Conrail. Andy reached out to Wayne about joining his team and the two soon agreed to work together. And work together they did! With future line sales from Conrail dead, Andy Muller turned his attention inward. In April 2000 the Reading and Northern purchased the 13 mile line from South Hamburg to Temple from the Commonwealth, thus taking ownership of the first line he had operated for the Commonwealth. Also included with that transaction was the purchase of the 2 mile line in Auburn. In July 2001 RBMN entered into an agreement with NS for trackage rights to take over exclusive service to Proctor & Gamble in Mehoopany. In November 2001 RBMN purchased the Crestwood Industrial Park trackage near Mountain Top on the Lehigh Division. During the Summer of 2002 construction of about a mile of track was completed, including a wye track, from Lager Junction to St. Clair to serve a new brewery for Yuengling.

In December 2003 Andy Muller bought out one of the two original partners of the C&S Railroad, which operated the important trackage that RBMN used to connect its Reading and Lehigh Divisions. The C&S had a long-term contract from the Carbon County Railroad Commission, which owned the line. Following Andy's purchase he reached an agreement with the President of the C&S, James Zurn, whereby RBMN would provide all operating, maintenance and commercial services for the C&S. C&S remained the operator under its lease and the C&S agreements with Norfolk Southern and Carbon County remained in place. Now that Andy had a stronger relationship with Carbon County he was able to persuade the Commissioners to allow him to take over the passenger excursion service in Jim Thorpe. This led to the formation of passenger service on the Lehigh Gorge Scenic Railroad, which was established in 2005.

Late in 2004 Andy finally secured his dream of acquiring a railroad bridge over the Lehigh River to connect his two rail divisions. Thanks to a lease from the PA Department of Conservation and Natural Resources, Andy acquired two old railroad bridges and some land with which he could build the direct connection. Through a state grant the railroad bridges once again came to life, along with a nature trail, and added by connections built by RBMN that allowed RBMN to connect the C&S to the Lehigh Main without going over NS property RBMN was truly independent. RBMN trains could now move from the Reading Division to the Lehigh Division without getting NS dispatcher approval. This new location on RBMN is known appropriately as Independence.

Also in 2004 the railroad entered into an operating agreement with the Locust Valley Coal Co to operate its line that ran from Delano to Morea Industrial Park, a length of nearly six miles. Andy would ultimately purchase this line from Locust Valley in 2016.

Service to downtown Pottsville for excursion train purposes was restored in 2006. While required track construction was just over 1200 feet it was a vital link for the region and one that had been many years in the making.

Late in 2009 the railroad made a deal to buy and operate the 5 mile Towanda-Monroeton Shippers Lifeline in Bradford County. This line is located in the heart of Marcellus Shale activity.

The biggest recent acquisition was without a doubt the purchase of the Humboldt Industrial Park in Hazleton. For years RBMN and CAN DO, the owner of Humboldt, had had a friendly relationship. When Norfolk Southern gave CAN DO a green light to pursue sale of the park's trackage, CAN DO put it out for bid and contacted RBMN. RBMN quickly made an aggressive bid, which was accepted by CAN DO. The sale closed in June 2012 but since NS still had a few years left on its operating agreement the take-over of operations did not occur until January 1, 2016. With the takeover NS granted RBMN the right to connect Humboldt to the rest of the RBMN rail system so that interchange would take place in Reading with NS. In total RBMN acquired over 7 miles of track with a dozen customers and many excellent industrial development sites. RBMN has already begun turning those sites into new business for RBMN and NS as well as new jobs for the Hazleton community (see articles announcing the IRIS USA groundbreaking).

Last but not least the final step in Andy's 20 year effort to own a direct connection between his two railroads is taking place today. Thanks in part to a significant grant from the Commonwealth of Pennsylvania we have begun construction of a new bridge in Nesquehoning that will allow for a progressive move on our entire Main Line from Reading to Scranton.

Reviewing this history makes you appreciate Andy's vision. Once he got into railroading he decided to make the investments necessary to do the business right. These track investments and construction projects don't even touch on the level of investments Andy has made to upgrade the lines and service to the customers. As you connect the dots you will see how a true entrepreneur managed to turn a collection of low density lines into a regional powerhouse.

Today the railroad has 400 miles of trackage serving over 70 customers in nine eastern Pennsylvania counties. What will the railroad look like in 35 years? Stay tuned. ♦



Andy Muller after just purchasing a share in the C&S Railroad in 2003

# Safety Summer 2018

BY: TOM COOK, VP SAFETY & TRANSPORTATION

I was planning to write this article about some solid improvements in our safety metrics. When it comes to safety, things can change in a second. All of a sudden those metrics aren't important anymore because one of our teammates suffered a very serious injury two days before this was written. We are very fortunate that it wasn't a fatality and also very fortunate that he should be able to return to work in a few months.

The affect that this accident had on our team says a lot about the Reading and Northern Railroad family. The outpouring of emotion and concern was more than I have ever witnessed, and I have been in this business for 34 years. First there was relief and amazement that our colleague survived a traumatic accident, and then tremendous empathy and support for the pain and hard rehabilitation to come.

Our team talked and reflected on this like a family does. Small groups talking before or after work, during breaks, in the hospital room during the many visits he had from his friends at work. There have been many long, thoughtful and personal conversations about our own past moments of complacency or bad judgement that we survived without incident only because we were lucky. Seeing a friend suffer due to an accident caused by one brief lapse in situational awareness is a wakeup call that great teams will never forget. Many of our teammates got that wakeup call and made it personal.

The railroad is an unforgiving environment. Everything can change in a second. One shortcut, one failure to communicate, one momentary mental vacation or one unsafe decision can end your life or change it forever. It also affects your team mates. We need to remember the potential consequences of these mistakes and how we felt when a bad outcome happened to a member of our Reading and Northern family so that we don't let this happen again. ♦

## Human Resources

At RBMN we have two core functions, taking care of our customers and taking care of our employees.

While most of the company is focused on our customers, we in HR focus on our employees.

One way of doing that is listening to what our people have to say. To listen well we needed to put together a team of HR people so that we could get out to the field where our employees work and we needed to be available to hear what was on their minds.

This year we have been able to expand our full-time HR department so as to better listen and react. We added Kyle Barrell, HR Director, and Shannon Anderson, HR Specialist, to the team.

We have just begun to have our new team work with our employees but already changes are afoot.

Communication has improved greatly. Kyle is now sending out regular HR updates which let people know when we have hired new people and when colleagues are promoted.

We have also addressed rumors quickly and confirmed changes that are underway such as our recent decision to hire a new manager to assist Erik Yoder in managing our growing Maintenance of Way team.

We have shared the news of our change in health benefit provider, including the reduction in out of pocket costs for employees.

And we have shared the news of a great new benefit available to all employees, the addition of three personal days a year. We know our employees have needs with their families and at RBMN we always want family to come first. These additional days will help our employees cope with child care, parental care, bereavement and any other personal issue that comes up. Or our employees can just use the days to take a breather so they can clear their minds and return to work with a focus on safety and taking care of our customers.

At RBMN we know our employees are our most important asset. And we in the HR department are committed to keeping our employees happy in their work. ♦

## RBMN Visits the Rotunda

Andrea Collier, VP Finance, and Craig Lutz, representing Senator David Argall, visited state representatives in Harrisburg in May to discuss the progress and future of the Nesquehoning Bridge Project in Carbon County.



# "Miles of Memories" Advertising a Fun Passenger Excursion

BY: MATT FISHER, PASSENGER GENERAL MANAGER

After a visit to Jim Thorpe, many people ask, "how do people find out about the train?" or "where do all the people come from to ride the train?" The railroad does a lot of advertising and marketing throughout the year. Most of the work is done in the slower part of the season during winter and early spring. The passenger office staff works on a budget with finance and management and Mr. Muller to determine what media advertisements will occur that coming season.

At the Lehigh Gorge Scenic Railway, the website [www.lgsry.com](http://www.lgsry.com), the brochure, and the LGSRY Facebook page are the main points of advertising. The town of Jim Thorpe, along with the Pocono Mountains, also attracts many tourist who then find out about the train by visiting a welcome center, visitor center, or major resort. Much of this advertising is free, and we greatly appreciate the help of many people who get the word to tourist about our train attraction. Throughout the year, we also have our car hosts go out to trade shows, train shows, and visitor centers to promote the LGSRY. Word of mouth is still the strongest referral to attracting customers. We also have many positive reviews on Facebook, Trip Advisor, Google, etc., and manage responses to those websites on a regular basis.

Most of the passengers who ride the LGSRY in Jim Thorpe are not local residents. The number one market is North Jersey/New York City, followed closely by South Jersey/Philadelphia, Lehigh Valley, Wyoming Valley, and Baltimore/Washington, DC. We get statistics from not only our own website, but also from studies done from local tourist groups like "Amazing Jim Thorpe" and "Pocono Mountain Visitors Bureau". All of this information is very helpful when deciding how much money to spend and where to promote LGSRY. Also, you might see us on special television segments throughout the year.

On the Reading and Northern Railroad side of the passenger business, there is a much different demographic of riders. Most people who take the train excursions from Reading Outer Station or Port Clinton traveling to Jim Thorpe are from the Berks, Lancaster, Lebanon, and Schuylkill Counties. Many people find out about our excursions by visiting [www.readingnorthern.com](http://www.readingnorthern.com), and going to the Passenger tab on the site. Yet more people at markets, churches, schools, and social events find information from our Reading and Northern Passenger brochure. Also, people reference many printed ads. Reading and Northern Railroad Passenger ads can be found in all the local papers including the "Reading Eagle". Also, railfans know about excursions by reading both "Railpace" and "Trains" magazine. We frequently post full-page colored ads in "Railpace", which is a regional railroad news magazine. Also, we took out a two page ad in "Trains" magazine. This is one of the longest published railroad magazine that has an international readership.

Special thanks to all of the passenger employees who distribute information about our railroad. Especially those who create, design, edit, and approve the dozens of different ads that hit various media outlets each year to promote our countless special excursions and business in Jim Thorpe. ♦



Long time car host and narrator Jim Danner is seen at the Interstate 84 Welcome Center during "National Tourism Week" this past May. If you look closely, you can make out the Jim Thorpe column at the welcome center with a Reading and Northern locomotive in front of the Jim Thorpe station.



Full-time passenger employee Marie Knadler holds centerfold ads from two recent "Railpace" magazines. More ads she created and got approved by the team can be seen in the background hanging on her wall in her office.

## 2018 Schedule Fall Foliage Train Excursions

SPEND THREE HOURS ON YOUR OWN IN HISTORIC JIM THORPE BEFORE YOUR RETURN TRIP



Sit back and relax as you ride the rails in vintage 1920's-era coaches equipped with clean restrooms. Gaze out the open window coach and feel the autumn breeze as you journey through scenic mountains and valleys painted with the vibrant colors of the season. Take a stroll around Historic Jim Thorpe and enjoy the Victorian Architecture as you visit attractions including the Lehigh Gorge Scenic Railway, Asa Packer Mansion, Stone Row, Mauch Chunk Museum, The Old Jail Museum, plus many small shops featuring antiques, gifts, and specialty food. Enjoy a hot meal, snack, or a cup of coffee at one of the many restaurants and cafes that Jim Thorpe has to offer.



**Seating in Standard Coach**  
**Steam Locomotive Excursion**  
 October 13, 14, 20 & 21  
 \$69/Person  
**Diesel Engine Excursion**  
 October 6, 7, 27, & 28  
 \$39/Person

## Rail Diesel Car Train Excursions

SPEND THREE AND A HALF HOURS ON YOUR OWN IN HISTORIC JIM THORPE BEFORE THE RETURN TRIP

The Reading and Northern Railroad owns and operates RDC #9166 and RDC #9168. The cars were built in the 1950's for commuter use by the former Budd Company of Philadelphia.

The #9166 includes functioning windows and a clean restroom. This RDC consists of a coach and a kitchen in which snacks and refreshments are served for a small cost.

The #9168 embodies a complete coach interior showcasing an ornately painted ceiling. This RDC contains comfortable bus-style seating which maneuver in both directions. This coach includes functioning windows and a clean restroom.

Ride the refurbished RDC trains from Berks County, PA to Jim Thorpe, PA in comfort and style reminiscent to a bygone era.

**Reading Outer Station \$32/Person**  
**Port Clinton Station \$30/Person**  
 August- 4, 5, 11, 12, 18, 19, 25, 26  
 September- 1, 2, 8, 9, 15, 16, 22, 23, 29, 30  
 November- 3, 4, 10, 11, 17, 18, 24, 25



## Ride By Rail



Reading, PA to historic Jim Thorpe, PA and return.

A Great Way to Spend the Day!

# READING BLUE MOUNTAIN & NORTHERN RAILROAD



ENJOY A 120 MILE ROUND TRIP TO HISTORIC JIM THORPE, PA

RIDE ON A RAIL DIESEL CAR TRAIN EXCURSION OR FALL FOLIAGE TRAIN EXCURSION.

**Miles of Beautiful Pennsylvania Scenery!**

**Depart Reading Outer Station and Port Clinton Station To Jim Thorpe and Return  
Leave your car at one of our free parking areas at Reading Outer Station or Port Clinton Station!**

**We will drop you in the middle of historic Jim Thorpe; a very short walking distance to most attractions  
Lehigh Gorge Scenic Railway - Asa Packer Mansion - Old Jail Museum - Pocono Biking - Shops and Restaurants on Broadway**

**Friendly Car Hosts onboard all trains!**

CLEAN RESTROOMS ARE AVAILABLE ON ALL TRAINS.

**GET YOUR TICKETS TODAY!**

FOR MORE INFORMATION OR TO PURCHASE TICKETS

CALL

**610-562-2102**

VISIT OUR WEBSITE

**[www.READINGNORTHERN.com](http://www.READINGNORTHERN.com)**

IN PERSON OR BY MAIL

Schuylkill Haven Station  
12 West Main Street  
Schuylkill Haven, PA 17972

Make check payable to: Reading and Northern Railroad



# MOW Mainline Milepost 89.50 New Rail Installation

BY: ERIK YODER, VP MAINTENANCE OF WAY



Scenes from a sweltering summer day with the MOW gang installing new rail north of Hecla in Schuylkill County on the RBMN Mainline.

Shawn 'Mud' Himmelberger staging old rail for pick up





Shawn 'Mud' Himmelberger and Dale Homm in backhoes pulling old rail from the newly installed 136 RE rail



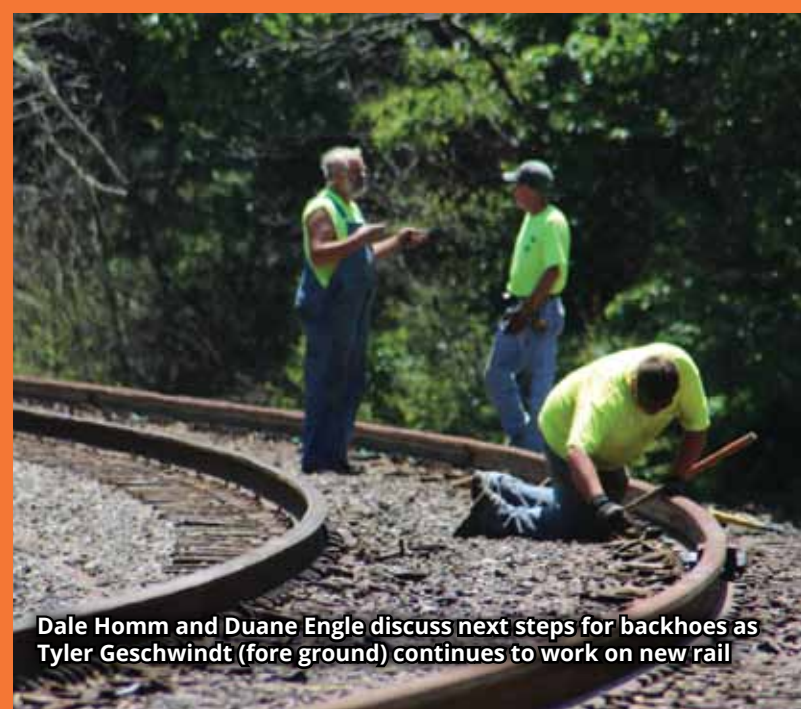
Duane Engle lays out 2 anchors next to rail for installation.



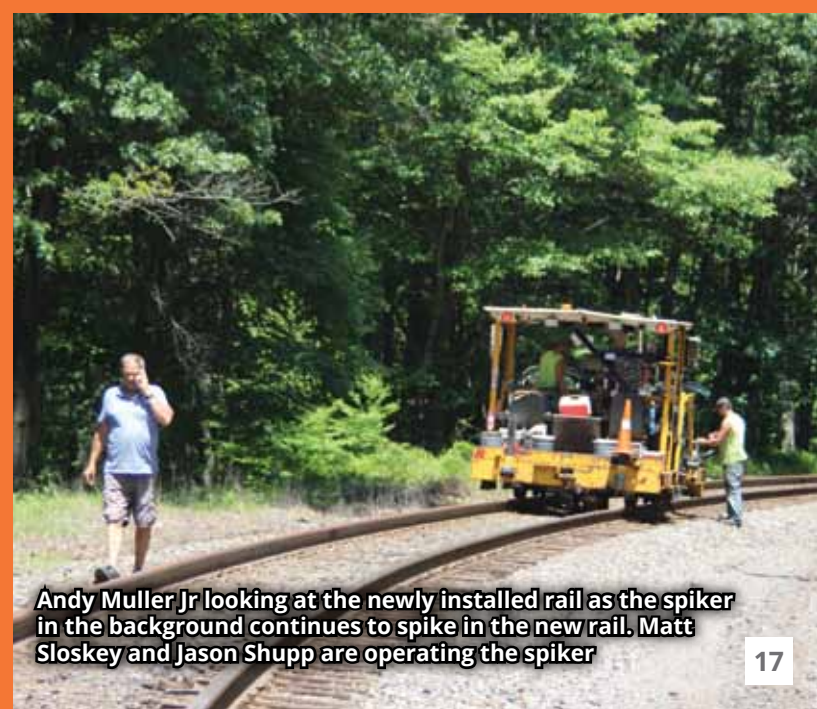
Matt Minnich, Rebecca Engle, Boyd Lenich all working as a team to lay out anchors, dig hole under rail base and then finally install anchors on new rail string



Tyler Geschwindt and Duane Engle walking the new rail string checking on any missing anchors to apply to new rail string



Dale Homm and Duane Engle discuss next steps for backhoes as Tyler Geschwindt (fore ground) continues to work on new rail



Andy Muller Jr looking at the newly installed rail as the spiker in the background continues to spike in the new rail. Matt Sloskey and Jason Shupp are operating the spiker

# RBMN Road of Nature



Thermite welders, Chris Orlick, Larry WellerIMG, and Matt Nestor are welding in the new rail string at MP 89.5



Matt Nestor and Larry Weller carry the welding shears into position as Chris Orlick starts the torch to drop a weld on new rail MP 89.5



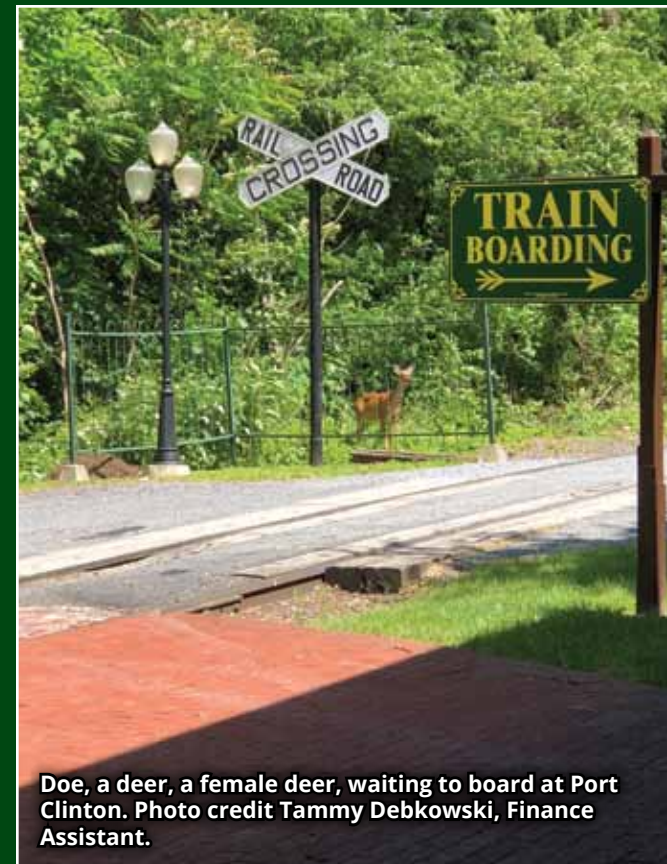
Matt Nestor checks the preheating phase of the thermite weld



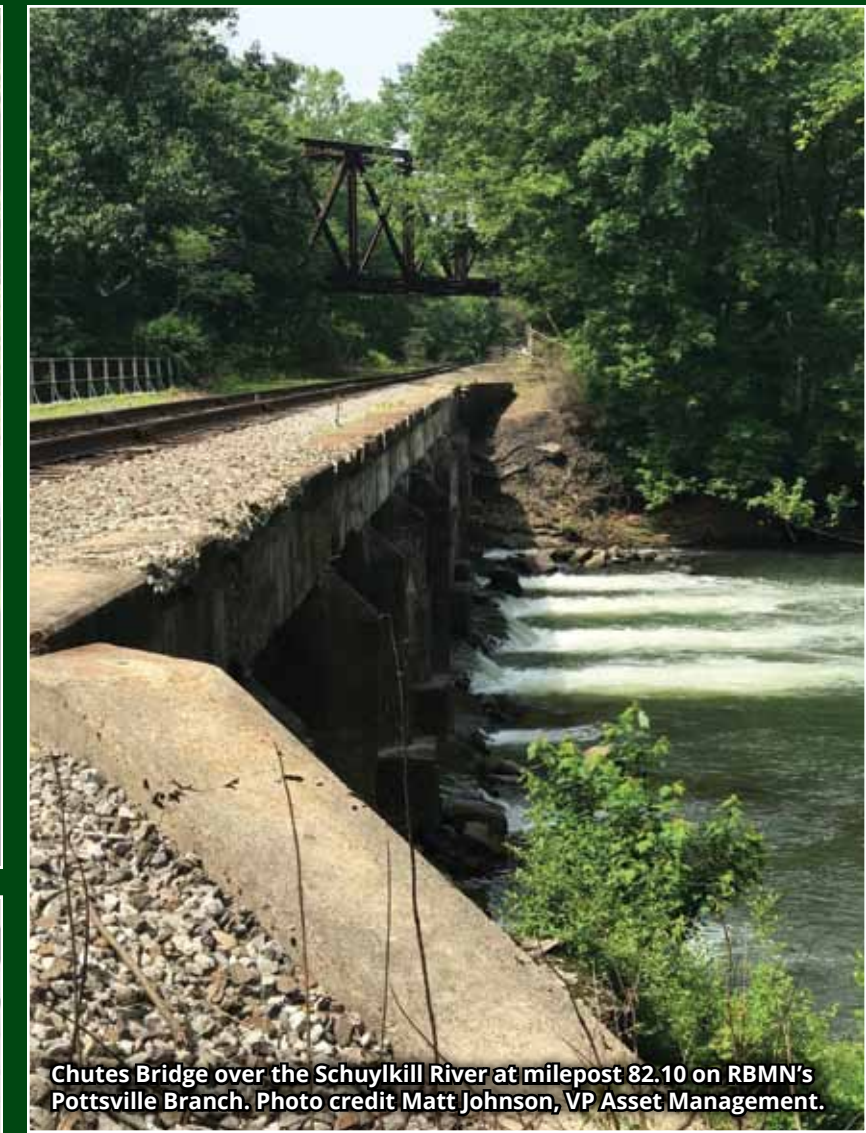
Ignition on the crucible as the liquid steel starts to pour into the mold to weld the rails together. Matt Nestor observes the process in the background.



Weld is completed as the thermite gang starts to break down the mold and start the process of finishing the weld. Matt Nestor, Matt Minnich, and Chris Orlick all at work during this process



Doe, a deer, a female deer, waiting to board at Port Clinton. Photo credit Tammy Debkowski, Finance Assistant.



Chutes Bridge over the Schuylkill River at milepost 82.10 on RBMN's Pottsville Branch. Photo credit Matt Johnson, VP Asset Management.



Jenna Shoeman and Iris Stemko, daughter of Tom Stemko, enjoying the fishing rodeo in Port Clinton, sponsored by the Reading & Northern. Photo credit Tom Stemko, Car Shop Foreman.



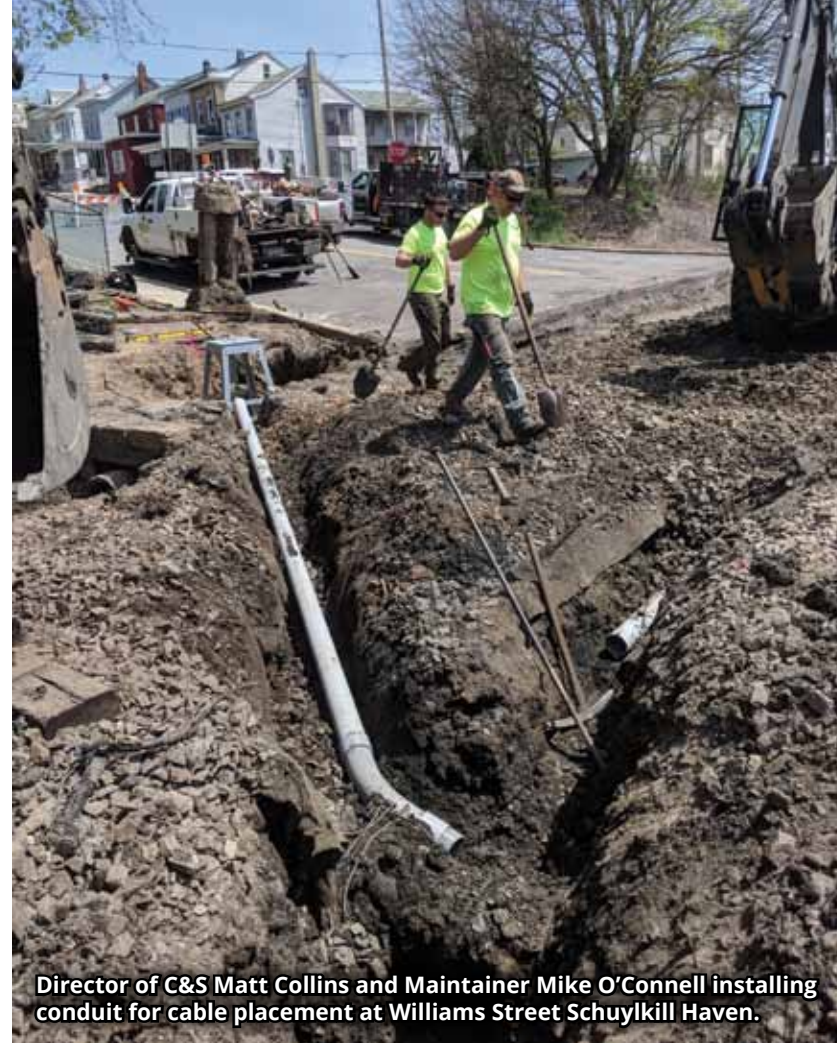
Rattlesnake at milepost 89.70, north of Hecla on the Mainline. Photo credit Therman Madeira, Executive VP Special Projects.



Dustin Berndt (left) and Benjamin Meiser are shown working on an SD50 locomotive.



Director of C&S Matt Collins and Maintainer Mike O'Connell removing old crossing equipment at Williams Street Schuylkill Haven.



Director of C&S Matt Collins and Maintainer Mike O'Connell installing conduit for cable placement at Williams Street Schuylkill Haven.



Andy Muller, Jr is the engineer for our first Outer Station to Jim Thorpe RDC trip of the year on Memorial Day, Monday, May 28. Photo credit Bruce Adams. 05 28 2018 10 4



Ron Papiercavich (in locomotive) and Ryan Trexler are shown in Scranton in between customer shifts.



Maintainer Hantz assisting with the removal of the old cantilever from Main Street in Schuylkill Haven after 60 plus years of service.



Ernie Henritz is plugging away in the vehicle shop.



Liam Marsh conducting the WCGS in Donaldson.



Tyler Glass, Executive VP Operations, prepping one of the many RDC excursions out of Reading Outer Station.



Daren Geschwindt is getting photographs of the activities surround the IRIS groundbreaking ceremony at Humboldt. Note the actual photograph he is in the process of taking is on page 5.



Facilities construction at Reading Outer Station, with Shawn "Mud" Himmelberger operating the back hoe, and Tim Billet, Facilities Technician, and Randy Reber. Photo credit Richard Schaeffer.



Scott Beshore is shown torching off some excess metal on a former Norfolk Southern locomotive. The high short nose is being chopped down to look more like a standard locomotive.



Caleb Fetterolf (on ground) and Ed Philbin take a quick photo break at the Crestwood Industrial Park on a hot and humid Friday afternoon.



Shane and Chad Frederickson prepping the 425 in Jim Thorpe. Photo credit Crystal Arndt. Shane and Chad Frederickson prepping the 425 in Jim Thorpe. Photo credit Crystal Arndt.

# EMPLOYEE SPOTLIGHT

*Congratulations Raymond!*

BY: SHANNON ANDERSON, HR SPECIALIST



I am pleased to introduce this quarter's "Spotlight Employee"; Raymond Schwenk. Raymond has worked for RBMN since May of 2003 and is currently a Sr. Facilities Technician within our Mechanical department. Prior to working at RBMN, Raymond worked at Thermo Dynamics.

Raymond was born in Orwigsburg and attended Blue Mountain High School. Raymond has a degree in computer repair and networking from Schuylkill Institute for Business and Technology.

Raymond has two sons; one son Brenden (age 22) and one Raymond (age 16). In his spare time, he enjoys spending time with his children, shooting pool, fishing and watching low-budget movies. His favorite is Cannibal! the Musical.

Raymond has a positive attitude and can overcome pretty much anything.

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

## Reading & Northern's Family Recipes

### 20-Minute Skillet Tuscan Tortellini

Shannon Anderson, HR Specialist, shares a recipe that tastes like it took hours to make. She had kindly shared her lunch one day, and it has become one of our family favorites too. Shannon says, "this is a favorite in our home for busy weeknights, and the leftovers are even better. I add extra spinach and oregano and top it off with some freshly grated parmesan cheese. Everything gets cooked in one pan which makes the clean-up simple!"

#### Ingredients

- 2 teaspoons olive oil
- 1 green bell pepper, seeded & chopped
- 1 small onion, chopped
- 4 garlic cloves, chopped
- 1lb bulk Italian sausage (no casings)
- 1 ½ cups pasta sauce
- 14oz can Italian diced tomatoes, with juices
- ½ cup chicken or vegetable broth
- ½ cup half & half
- 19oz frozen cheese tortellini
- 3 cups baby spinach, torn to bite-size pieces
- freshly ground black pepper
- freshly shaved or shredded parmesan cheese

#### Directions

1. In a very large skillet, heat oil over medium heat until hot. Add bell pepper, onion, and garlic. Stir constantly until fragrant; about 30 seconds. Push mixture to the edges of pan, and add sausage into the center of pan. Cook and break up sausage. Once the sausage is half-cooked, stir together with the vegetable mixture and continue cooking until browned.
2. Add pasta sauce, tomatoes with juices, chicken or veggie broth, and half/half. Stir and bring to a simmer. Add frozen tortellini, stirring to submerge tortellini in the sauce. Cover and simmer until tender, about 7-8 minutes. Remove from heat. Add spinach and stir just until wilted. Add freshly ground black pepper to taste. Serve immediately with freshly shaved/shredded Parmesan cheese.

We would like to encourage everyone to send us their favorite family recipes to [sfidler@readingnorthern.com](mailto:sfidler@readingnorthern.com).

# Happy Birthday!

AUG. 1 ..... BISCHAK, MICHAEL	AUG. 25 ... PARKS, RYAN	OCT. 7..... MULLER-LEVAN, TINA
AUG. 1 ..... MINNICH, MATTHEW	AUG. 26 ... BARRELL, KYLE	OCT. 8..... SHAFFER, DENNIS
AUG. 3 ..... BORGER, ALICIA	AUG. 27 ... MIZNER, JIM	OCT. 9..... BUBUCK, DAWN-MARIE
AUG. 5 ..... PERRETTE, STEPHEN	AUG. 29 ... SHUPP, JASON	
AUG. 7 ..... ENGLE, LYNN	AUG. 30 ... MELOCHICK, JESSICA	OCT. 10.... GESCHWINDT, PHILIP
AUG. 8 ..... FISHER, MATTHEW	AUG. 30 ... SOLOMON, JAMIE	OCT. 10.... RICCIO, NICK
AUG. 8 ..... KOLBE, MICHAEL	SEPT. 2 .... NESTOR, MATTHEW	OCT. 10.... RODNEY, JOSH
AUG. 9 ..... JACOB, BRENT	SEPT. 3 .... JENSEN, DANIEL	OCT. 13.... BROWN, JOHN
AUG. 10 ... FISHER, LARRY	SEPT. 8 .... LEIBY, DIANE	OCT. 13.... JOHNSON, MATTHEW
AUG. 11 ... CLARK, WILLIAM	SEPT. 9 .... HANDLING, BRAD	OCT. 14.... FREDERICKSON, CHAD
AUG. 11 ... HESS, BEVERLY	SEPT. 9 .... HOCKMAN, SPENCER	OCT. 17.... FIECHTL, DAVID
AUG. 13 ... FREDERICKSON, SHANE	SEPT. 10 .. BILLET-DIAZ, NATHANIEL	OCT. 18.... READING, JASON
AUG. 13 ... MULLER, ANDY	SEPT. 11 .. STEMKO, THOMAS	OCT. 19.... MADEIRA, THERMAN
AUG. 13 ... ZWEIZIG, RAY	SEPT. 12 .. MICHEL, WAYNE	OCT. 22.... SEILER, ALBERT
AUG. 14 ... ENGLE, DUANE	SEPT. 16 .. MONROE, RUSSELLE	OCT. 25.... RINEER, ALVIN
AUG. 15 ... SLOSKEY, MATTHEW	SEPT. 19 .. SLEKOVAC, ERIC	OCT. 26.... MCARDLE, KEVIN
AUG. 17 ... TREXLER, RYAN	SEPT. 19 .. CARL, CHUCK	OCT. 27.... ANDERSON, SHANNON
AUG. 19 ... GOETZ, CHRIS	SEPT. 22 .. FREDERICKSON, RYAN	OCT. 28.... PREVOST, TRAVIS
AUG. 21 ... MENGEL, JUSTIN	SEPT. 29 .. KRUMANOCKER, BROCK	OCT. 30.... HARTMAN, JOHN
AUG. 23 ... JOHNSON, DAVID	OCT. 3..... SPARE, DARREN	OCT. 30.... MARKLEY, RICHARD
AUG. 24 ... FETTEROLF, CALEB	OCT. 4..... BESHORE, SCOTT	OCT. 30.... CHIPPA, RAYMOND
AUG. 25 ... HAEFNER, TIMOTHY	OCT. 6..... DONLEY, JAMES	OCT. 30.... RIEGLE, WILLIAM

## Red Creek Wildlife Daddy Eagle & Mother Goose



Bald Eagles in Red Creek's new 100-foot flight enclosure.

BY: PEGGY HENTZ, PRESIDENT/EXECUTIVE DIRECTOR OF RED CREEK WILDLIFE

2018 has been a crazy year. As of late June, Red Creek had already received 1,900 animals. It was only a few short years ago that a number that large would have reflected an entire year of animal intakes. Fortunately, the help we received increased also.

Each summer, Red Creek accepts college interns who each work two shifts per week for twelve weeks. Their tasks include cleaning cages, keeping the clinic respectable, and of course feeding the many baby birds and mammals that are just starting out in life. Fourteen wonderful interns are spending their summer with us, twice as many as Red Creek usually attracts. Each of these young people demonstrates a great empathy for helpless animals and a sincere dedication to helping wildlife. In return, these students receive classroom and hands-on training and are immersed in the day to day operations of saving wildlife. Interns also get to take an active role, as one intern, Ben, quickly learned.

It was Ben's first week, and he was feeding baby robins. I popped my head in the nursery and asked, "Ben, how fast can you run?"

"Pretty fast" was his curious reply.

"You're with me." We hopped in the blazer and headed toward Tilden Township, along route 78 where an eagle was reported down. That day we rescued a starving nesting eaglet that had been separated from its parents.

In addition to the extra human help, we also got some unusual help from a few animals. At about the same time we rescued the baby eaglet, we also admitted an adult male bald eagle with a broken wing. When they both had recovered enough to be placed outdoors, we were a bit nervous about introducing the two birds together in the new flight cage build for such large birds. Never having experienced two eagles rehabbing together, we feared that they would fight. Luckily, the opposite happened; the adult eagle adopted the baby and began protecting and teaching it. We hope to eventually release them together.

While the eagles were getting great public exposure, another quiet drama was taking place with a female goose rescued by Tina Muller-Levan.

In early April, a female goose was found near a pond on Tina's family's farm. The scene was heartbreaking with evidence that the adult female goose was the only survivor of a night-time predator attack. Her goslings and mate were gone and feathers were strewn everywhere. The goose had several punctures and severe injuries to her pelvis. She couldn't stand and lay helpless on her back as I picked her up.

It took several weeks for the goose to show signs of recovery. By early May she could sit upright and showed interest in what was going on around her in the clinic. She was especially interested in a brood of hatchling goslings that been arrive after being orphaned. Her calls to them seem to comfort them, and we placed them together. She immediately began preening the babies and allowed them to sleep under her wings where they were warm. It would take several more weeks until she could walk, but she comforted the babies and allowed them to cuddle with her.

It is now late June as I write this. "Mother Goose" has graduated to an outdoor enclosure and is fostering nine baby goslings that are now three-quarters her size. She still has a limp, so her time here will be extended. We hope that she will be strong enough one day to be set free, but if she can't be released, she had earned a lifetime of protection at Red Creek as our dedicated Mother Goose. ♦



Mother Goose (center distant) and her growing brood.

# A View From Below... Continued

BY: LYNNE ENGLE, MOW ADMINISTRATIVE ASSISTANT

It all started when a friend told me about an eagle nest cam in Florida. When I had the opportunity to go to Conowingo, Md. to see all of the eagles at the dam in January, I was very excited. Neither experience compared to watching, in person, a local pair of eagles raise eaglets! Through all of this my husband has become an eagle fan too. We have both enjoyed watching and photographing the growth of these eaglets.

Our photographic journey began when I found out about an active nest on railroad property. When it wasn't raining we would watch the nest, usually on a Sunday. On our first trip to the nest, the parent just sat on the nest incubating the eggs. Occasionally we would see a nest exchange. On March 25th the parent on the nest kept looking down into the nest bowl. One of the eaglets was most likely working on hatching. The visit on April 8th was the first time we saw the two little eaglets. A parent still spent much of the time sitting on the nest to keep the little ones warm and dry while the other parent did the hunting for food for the young eaglets and the parent on the nest. The visit on April 14th would provide surprise for us. There were three eaglets! Eventually the leaves grew on the trees so we could no longer see the nest from that location. We continued to visit and photograph the eaglets as they changed and grew into an adult sized eaglet. (They will not get the white head and tail until they are about five years old.) June 16th provided yet another surprise --- the eaglets had branched (were walking and using their wings to go from the nest to a branch on the tree). They do this before fledging. (flying out of the nest for the first time). When driving to work, I always look to see if I can see one of the adults or eaglets. Wednesday June 20th had another surprise in store for me. An eaglet was sitting in its parent's favorite dead tree! At least one eaglet had fledged at that point. The eaglets will remain in the area for the rest of the summer as they become proficient at flying. They will also learn how to get their own food by watching their parents.

What a wonderful opportunity and privilege it has been to watch this pair of eagles raise their young. We are hoping they return to this nest again next year. ♦

Photos by Lynn Engle



A parent sitting in their favorite dead tree near the nest on a windy day.



One of the eaglets figuring out what wings do.



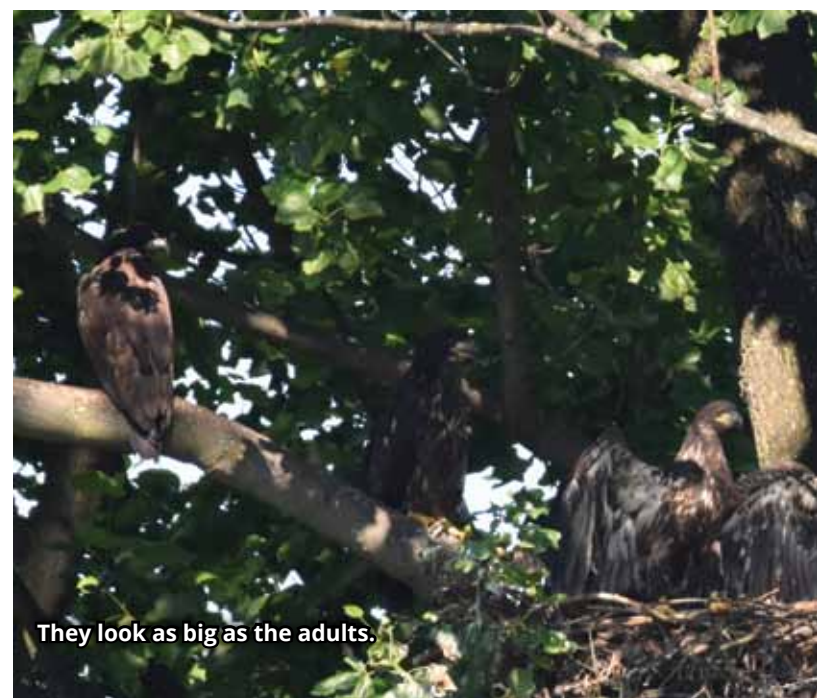
The feathers are starting to come in.



The eaglets are no longer fluffy.



The eaglets have branched and will soon will fledge.



They look as big as the adults.

# WELCOME ABOARD

## NEW EMPLOYEES



### Chip Allen

Chip Allen was recently hired as a Conductor with the Reading Blue Mountain and Northern Railroad. He attended University of North Georgia. Prior to working at RBMNR, Chip was a Conductor for Stone Mountain Railroad for two years.



### Mary Ann Culp

Mary Ann Culp was recently hired as a Ticket Agent with the Lehigh Gorge Scenic Railway. Mary Ann attended Springfield Shawnee High School and Clark State College in Springfield, OH, and also Clowtown Clown School in Newark, OH.



### Jennifer Frederickson

Jennifer Frederickson was recently hired as a Mascot with the Lehigh Gorge Scenic Railway. Jennifer attended Tamaqua Area High School.



### Cole Handling

Cole Handling was recently hired as a MOW Track Worker with the Reading Blue Mountain and Northern Railroad. We welcome Cole back to MOW team.



### Boyd Lenich

Boyd Lenich was recently hired as a part time, summer MOW Track Worker with Reading Blue Mountain and Northern Railroad. He attended Kutztown Area High School and currently attends Kutztown University.



### Erik Ostroskie

Erik Ostroskie was recently hired as a Conductor for Reading Blue Mountain and Northern Railroad. He attended West Side Vocational Technical. Prior to coming to RBMNR, Erik was a truck driver for Brdaric Excavating, Inc. for seven years.



### Joseph Brown

Joseph Brown was recently hired as a part time MOW Mechanic with the Reading Blue Mountain and Northern Railroad. He attended Oley Valley High School in Oley, PA and also Berks Career and Technology Center in Oley, PA. Prior to working at RBMNR, Joe was a shop foreman, operator, mechanic and welder for W.E. Yoder, Inc. and also Pennsylvania Northeast Railroad since 2004.



### Rebecca Engle

Rebecca Engle was recently hired as a MOW Track Worker with the Reading Blue Mountain and Northern Railroad. We welcome Rebecca back to MOW team.



### Jason "Woody" Winwood

Jason "Woody" Winwood was recently hired as the AVP for MOW with Reading Blue Mountain and Northern Railroad. He attended Norwin High School and Penn State University. Prior to working at RBMNR, Daniel was an Admissions Representative for Universal Technical Institute for three years.



### Samuel "Sam" Hollock

Samuel "Sam" Hollock was recently hired as a Conductor with the Reading Blue Mountain and Northern Railroad. He attended Crestwood High School in Mountain Top, PA and also King's College in Wilkes-Barre. Prior to working at RBMNR, Sam was a laboratory technician at East Penn Manufacturing in Lyons Station, PA, for about 1.5 years.



### Kevin McArdle

Kevin McArdle was recently hired as a part time Car Host with the Reading Blue Mountain and Northern Railroad. He attended Marian Catholic High School in Hometown, PA and also Alvernia University. Prior to working at RBMNR, Kevin has worked various jobs and held different positions since his work-life began in 1992.



### Kim Reed

Kim Reed was recently hired as a Ticket Agent for Lehigh Gorge Scenic Railway. She attended Blue Mountain High School, Penn State College and Franklin Academy. Prior to coming to LGSR, Kim was an Administrative Coordinator at LVHN Rehabilitation Center for four years.



### Sierra Wanamaker

Sierra Wanamaker was recently hired as a part time Car Host with Lehigh Gorge Scenic Railway. She attended Hamburg Area High School and Kutztown University. Prior to working at RBMNR, Sierra worked at Great Clips as a receptionist for two years.



### Chuck Carl

Chuck Carl was recently hired as a Senior Machine Operator with the Reading Blue Mountain and Northern Railroad. He attended Kutztown High School. Prior to working at RBMNR, Chuck was a foreman for W.E. Yoder, Inc. for 23 years.



### Justin Fetterolf

Justin Fetterolf was recently hired as an MOW Track Worker with the Reading Blue Mountain and Northern Railroad. He attended Pottsville Area High School and worked for W.E. Yoder, Inc. as a laborer for four years.



### Evan Getzey

Evan Getzey was recently hired as an Information Agent with the Lehigh Gorge Scenic Railway. Evan attended Blue Mountain High School and DeSales University. Prior to working at LGSR, Evan volunteered at Penn State Health St. Joseph's Medical Center as an Assisted Cancer Social Worker for two years.



### Brock Krumonocker

Brock Krumonocker was recently hired as a MOW Track Worker with the Reading Blue Mountain and Northern Railroad. We welcome Brock back to the MOW team.



### Edward Moul

Edward Moul was recently hired as a part time Car Host with the Lehigh Gorge Scenic Railway. He attended Bishop Kendrick-Norristown High School and Montco Vo-Tech. Prior to working at LGSR, Edward was a Delivery Driver at Clements Uniform Rental for 15 years.



### Dennis Rosohac

Dennis Rosohac was recently hired as a Machine Operator for Reading Blue Mountain and Northern Railroad. He attended Tamaqua Area High School and prior to working at RBMNR, Dennis was a Machine Operator for W.E. Yoder, Inc. for 25 years.

## 25 YEARS



May 3, 1993  
Duane Engle; Sr. AVP of Track  
MOW Reading Division



July 1, 1993  
Calvin Gerhard  
Car Host - LGSR

## 15 YEARS



May 8, 2003  
Jonathan Barket  
AVP Signals & Comm.



May 19, 2003  
Raymond Schwenk  
Sr. Facilities Tech.



June 16, 2003  
Duane Zimmerman  
Sr. Machine Op.  
Class 1 - MOW



June 23, 2003  
Ryan Parks  
Sergeant - Police

## 10 YEARS



July 7, 2008  
Matthew Collins  
Dir. Signals & Comm.



July 7, 2008  
Christopher Peters  
Eng. Sr. Dispatcher - Ops



July 21, 2008  
Nathan Mengel  
Engineer - Ops



July 26, 2008  
Timothy Barnes  
Car Host - LGSR



June 7, 2008  
Joanne Evans  
Car Host - LGSR



June 14, 2008  
Alex Maury  
Car Host - LGSR



July 13, 2003  
James Danner  
Car Host - LGSR

## 3 YEARS



May 18, 2015  
Darrin Keip  
Conductor - Ops



July 14, 2015  
Russelle Monroe  
Machine Op.  
Class 3 - MOW



July 20, 2015  
James Cerulli  
AVP Operations

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## 5 YEARS



June 1, 2013  
Michael Capron  
Engineer/Pilot - Ops



July 10, 2013  
Rhonda Buechle  
Ranch Mgr. Asst. - MLR



May 16, 2013  
Daniel Rawleigh  
Car Host - LGSR

## 1 YEAR



July 18, 2017  
Erik Thompson  
Trackman - MOW



July 27, 2015  
Dominic Deeble  
Conductor - Ops



July 27, 2015  
James Donley  
Conductor - Ops



July 27, 2015  
Ian McKeown  
Engineer - Ops



July 27, 2015  
Darren Spare  
Conductor - Ops

# Wellness Corner

BY: SABINE FIDLER, RECEPTIONIST/HR ASSISTANT

## The Most Popular Health & Fitness Apps of 2018

*"Healthy is an outfit that looks different on everybody."* – 21 Day Fix

An "app" is defined as a mini, specialized program for download onto mobile devices utilized for easy access and availability. Facebook, Snapchat, Instagram, and Twitter are popular social apps which allow us to stay connected with friends and loved ones near and far. For individuals who wish to stay connected AND stay fit – there are also apps for that too!

The Office of Disease Prevention and Health Promotion states that regardless of ethnicity or gender, adults who remain physically active are healthier and less likely to acquire chronic diseases than adults who aren't. Combined with an active lifestyle, food and nutrition play an integral role in promoting health and chronic disease prevention. The following free apps allow users of mobile devices easy access to fitness, nutrition, and meditation sites at the touch of a button.



**My Fitness Pal:** With its user-friendly configuration, it's obvious to see why My Fitness Pal is one of the industry's leading fitness applications. This app boasts a database containing over 4.5 million foods, a barcode scanner, and a link to import recipes. Tracking exercise and food consumption has simplified the task of monitoring daily caloric intake.



**ACTIVEx:** This app originally began as a work-based wellness program and has evolved into the world's first community-based fitness app. Included in its database are individual or group TABATA training modules which provide in-app coaching. With ACTIVEx, you're able to form and locate groups with which to play, download running programs, and celebrate accomplishments with others.



**SworKit:** Simply Work It, a.k.a. SworKit, provides exercise videos presented by personal coaches and is rated #1 by the American College of Sports Medicine for exercise quality and instructional standards. Choose from basic, preloaded workouts or customize a workout on the app dashboard based upon your individual goals. SworKit provides millions of cardio, stretching, strength, and yoga workouts for people of varying levels of fitness.



**Charity Miles:** Why just exercise and train when you can make a real impact while walking your dog or heading out for that cup of coffee? With over forty charities to support and sponsors who donate on your behalf like Johnson & Johnson and Jackrabbit, app users have raised over 2.5 million dollars by walking, running, and biking. You'll be motivated to push a little more while improving your fitness, health, and making a difference in the lives of others.



**Strava:** Whether you're a beginner or seasoned athlete, Strava, a social training app, provides progressive analysis of performance during the training process assisting users who wish to compare their performance with others. Garmin users are able to sync their workouts using the app and can track speed elevation gains, distance, pace, and calories burned. An interactive map display allows users to see results in real time.



**Map My Run:** Specifically known for its mapping function, this app contains over 60 million routes. Once the user enters their zip code, running routes are displayed from which to choose. Map My Run includes a "Route Genius" function which generates a route to navigate based upon the number of miles you want to run.



**Map My Ride:** Map My Ride encompasses the same concepts and tools as Map My Run and Map My Walk. Beginners or veteran cyclists benefit from new workout courses or member-tested routes shared with other riders. Experience the inspiration, motivation, and support of a community of over 35 million athletes.



**Lose It!:** This calorie counting app will enable users to easily monitor food consumption by searching for food, scanning barcodes, or manually recording calories. Meeting weight loss goals is even more easily accomplished when exercise is recorded, thereby increasing daily calorie allowance.



**Runkeeper:** Using GPS-enabled technology, Runkeeper tracks distance, time, and pace of physical activity such as walking and running using simple analytics. This app keeps you motivated whether your goal is intrinsically motivated or inspired by an entourage of friends or fellow athletes. A planning dashboard provides customized training plans based upon your answers to a sequence of questions. Ready-made schedules are also available for selection.



**Fooducate:** Fooducate makes shopping at the grocery store a piece of cake. By utilizing the app's barcode scanner, users can scan over 200,000 food items to see the nutritional value of each. When looking for particular food products, select a category and Fooducate will generate a list of the highest-rated foods based on sugar content, calories, fiber, nutritional content, etc.. You'll be making better food choices as part of a healthy lifestyle.



**Diet Bet:** Diet Bet rewards your weight loss accomplishments with money! At least 3.5 million pounds have been lost resulting in over \$16 million earned by users of Diet Bet. This app allows individuals to choose a challenge taking into consideration how long they choose it to last and how much money they are willing to wager. Users are able to win back the money they bet.



**J & J Official 7 Minute Workout:** This app was designed by Chris Jordan of the Johnson & Johnson Human Performance Institute and provides 7-minute workouts based upon HIIT and circuit training research. Tutorial videos demonstrate how to effectively and safely perform over seventy exercises. You may track your performance progression; and if you enjoy healthy competition, recruit and share your workouts with friends.



**JEFIT: Workout Tracker Gym Log:** JEFIT enables users to log progression on over 3300 workouts from weight lifting to cardio. The dashboard displays visual, step-by-step instructions including beneficial tips. Users are able to motivate and connect with friends and other fitness enthusiasts using this active, community-based app.



**WOD Box:** Although not endorsed by Crossfit Inc., WOD Box is designed and created by and for crossfit athletes. Workouts can be found using Genius, the WOD Feed, and the Hopper. Genius will create workouts based upon equipment you have readily available. The WOD Feed is a constantly expanding so that access remains available for a variety of WOD sources. The Hopper allows users to challenge themselves against one of the famous HERO WODs. Four timers can be selected based upon the user's specific workout. Timers include FOR TIME, AMRAP (as many rounds as possible), TABATA, and EMOM (every minute on the minute).



**Pro Metronome:** Not just for musicians, this app's built in rhythm trainer assists runners when training for time and pace. Users are able to dial in their own beats per minute and receive visual feedback. Options to mute certain bars in a beat allow athletes' brains to utilize intrinsic capabilities to "fill in gaps" within beats.



**AllTrails:** AllTrails allows hikers, trail runners, and bikers to choose from over 50,000 routes using GPS functions to direct them to trail heads or follow their own routes to avoid getting lost. Users are able to save their favorite trails and share photos and adventures via social media with family and friends.



**Calm:** Health and wellness not only includes exercise but also mindfulness. Calm provides guided meditation based on the particular needs of the user.



**Simply Yoga:** This app provides yoga routines demonstrated by certified instructors. Simply choose the length of your session and say, "Ommmm!"

### For more information, visit:

<https://www.active.com/fitness/articles/18-best-health-and-fitness-apps-of-2018>

<https://www.medicalnewstoday.com/articles/317720.php>

<https://thekrazycouponlady.com/tips/family/apps-to-get-healthy>

[www.dictionary.com](http://www.dictionary.com)

<https://itunes.apple.com/us/app/wodbox-fit-health-exercise-app/id532875343?mt=8>

<https://itunes.apple.com/us/app/pro-metronome-tempo-beat-subdivision-polyrhythm/id477960671?mt=8>

<https://health.gov/paguidelines/guidelines/adults.aspx>

<https://itunes.apple.com/us/app/alltrails-hike-bike-run/id405075943?mt=8>



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Matt Nestor watches as the thermite crucible ignites the contents. Once completed, liquid steel will pour from the bottom of this crucible into the mold to weld the two rails together.