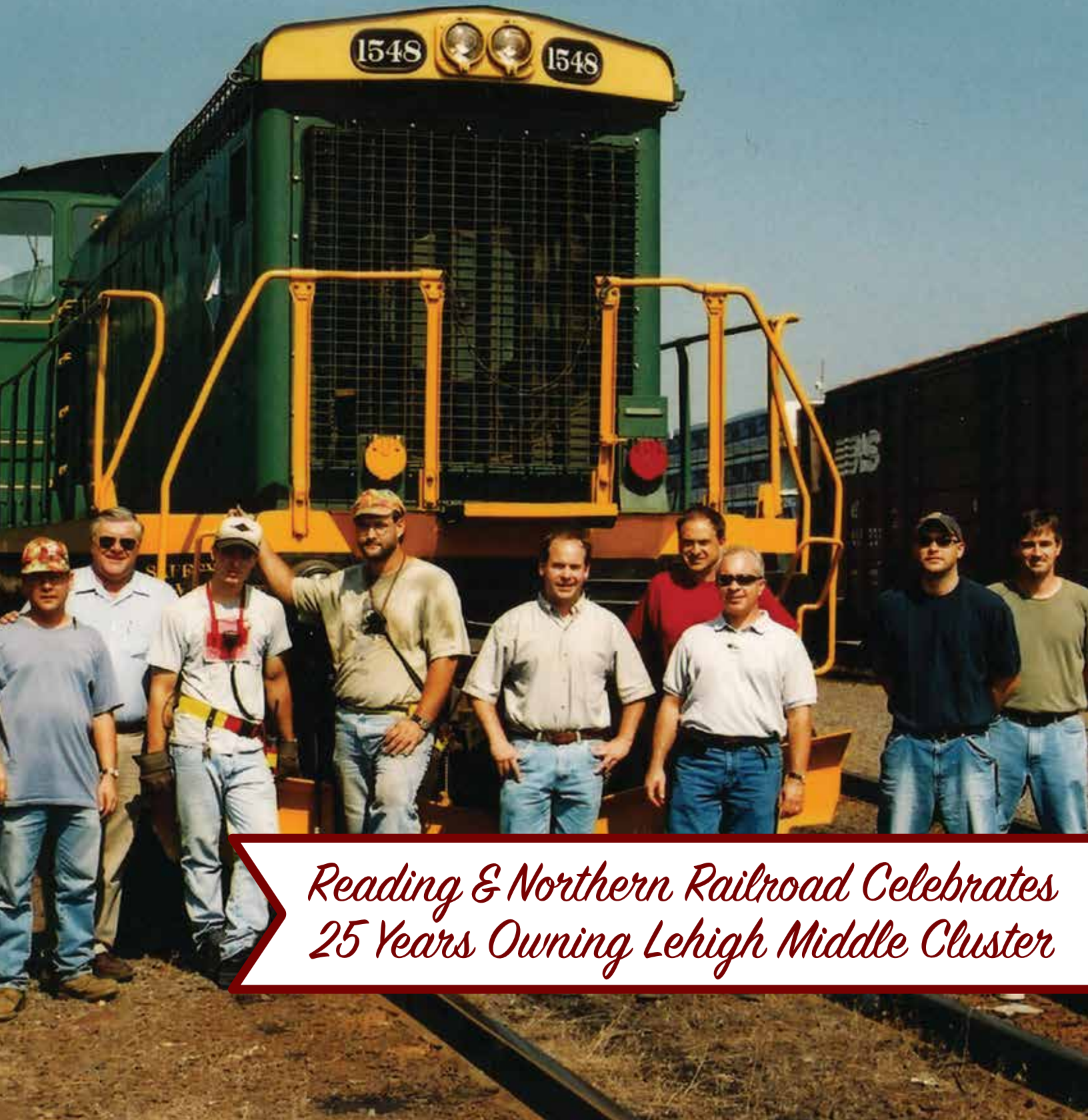


R & N Magazine

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

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*Reading & Northern Railroad Celebrates
25 Years Owning Lehigh Middle Cluster*

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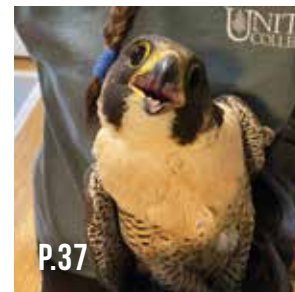
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COVER PHOTO

This photo is from August 2001 and shows our first day serving Procter and Gamble at Mehoopany. The train crew poses with some RBMN managers. Left to right Mike "Breezy" Bischak, Therman Madeira, Len Balent, David Hempeler, Jim Raffa, Andy Muller, Jr., Dan Gilchrist, Aaron Muller and Tyler Glass. Photo by Daren Geschwidt.

EDITORS

JOLENE BUSHER • TAYLOR HAUPT • SABINE FIDLER

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KEEPING ON TRACK

BY: WAYNE A. MICHEL, PRESIDENT

This summer I have been thinking a lot about the past. Specifically, about significant anniversary dates.

This bumpy trip down memory lane was brought on by an invitation to attend the delayed 50th year reunion of my high school graduating class. Like so much in our world, the original scheduled celebration was delayed a year due to COVID. But this year a number of my former classmates created a weekend full of activities in New York City for the 500+ members of my graduating class. The weekend included a boat trip around New York Harbor and a walk on the famous High Line Park in lower Manhattan, which I played an instrumental part in saving from demolition during my Conrail career.

Despite these fun activities I chose not to attend. The truth is all of these people are total strangers to me as I haven't talked to anyone from high school for almost 50 years.

Nonetheless, the reunion made me think of where I was 25 years ago.

It turns out the Fall of 1996 was a critical point in my life and the life of the Reading & Northern Railroad.

After college I had gone to law school and onto a position as an attorney regulating freight railroads for the Interstate Commerce Commission. In late 1985, Conrail asked me to join the company to handle its line sale and abandonment program from the business side; I had written the regulations governing the Conrail abandonment program so I was familiar with the people and the program.

One of my first contacts after taking the job was Andy Muller, a brash entrepreneur from Hamburg, PA, which I had never heard of. Andy was operating the Blue Mountain & Reading Railroad and wanted to be considered for future Conrail line sales in his home region. Over the course of many lunches I got to appreciate Andy's ambition, drive and love of railroading. And so when Conrail decided to sell the large Reading Cluster and the anthracite coal business it handled, I immediately thought of Andy. In December of 1990, Conrail sold Andy the Reading Cluster.

In the following years I was given additional responsibilities at Conrail including real estate acquisitions, real estate development and ultimately the Conrail Industrial Development program as well as formation of a business group to develop the business of moving solid waste by rail.

But by 1995 the seeds were planted for Andy and I to renew our relationship. That Spring I was challenged by Conrail leadership to design a new kind of shortline relationship that would give Conrail the ability to sell off many of its secondary main lines and secondary markets while retaining the traffic. Together with a cross-functional team of lawyers, strategic planners and marketers we developed a program known as Conrail Express. Simultaneously, working with a separate team representing the commercial interests and operating and track departments, we came up with a list of dozens of significant line cluster candidates.

In April 1996, with much fanfare, Conrail rolled out Conrail Express and the new line sale program. Our CEO Dave LeVan was there for the ceremony as were the initial shortline members of Conrail Express. That group included Andy Muller. In fact, Andy Muller and Dick Robey, formerly of the North Shore Railroad, are pictured on the front page of the Philadelphia Inquirer business section along with Dave LeVan as the banner for Conrail Express was unfurled.

A few months later, in August of 1996, Conrail sold the so-called Lehigh Middle Cluster to the Reading & Northern. Conrail had announced its intention to sell the entire Lehigh Line from Sayre, NY to Allentown, PA but it decided to break it into three segments to make it easier for the Reading & Northern to absorb. The middle section had very little business, but it was a key part of an overhead corridor for Canadian Pacific as well as the Conrail access to two Scranton-area shortlines. It also served as the route to Procter & Gamble's huge manufacturing



Conrail chief David M. LeVan (center) has had a jam-packed year. In April, a short-line alliance was marked by Reading, Blue Mountain & Northern president Andrew Muller Jr. (left) and North Shore president Richard Robey.

facility at Mehoopany PA and would be used for woodpulp originating at the Port of Baltimore.

Before Conrail could sell Andy the rest of the Lehigh Line, Conrail announced its strategic merger of equals with CSX. Soon after NS announced total opposition. After the dust settled Conrail was split up between NS and CSX and so on June 1, 1999 Reading and Northern and I began new chapters of our lives.

Shortly after Split Date it became clear that NS would not be selling the remainder of the Lehigh Line to RBMN anytime soon. At the same time, it became clear that I needed a new job. Although those two events were not connected, it did turn out that Andy Muller asked me to join the RBMN after Split Date to assist him in dealing with Norfolk Southern.

But as well as I have personally done it pales in comparison the powerhouse railroad Andy has been able to build since Split Date.

From my new perspective of working directly with Andy I have been able to see firsthand how he has built RBMN into the regional railroad powerhouse it is today. Tyler's article on p.4 gives just a sense of the amazing drive and vision Andy had going back over 25 years. Even before he acquired the Lehigh Line from Conrail, Andy had envisioned building a high speed, direct main line route connecting Reading to Scranton. It took him over 25 years to accomplish that goal, but he now has built that line. He built a \$14 million bridge to ensure a progressive route. He paid over \$4 million to buy a rail line from Carbon County with limited traffic or potential for traffic so that he could upgrade that line, which he is doing. He insisted upon daily fast freight trains shuttling traffic back and forth between our two interchange locations of Reading and Taylor and a scheduled railroad to distribute those cars to the many freight customers over our 340-mile system.

What Andy and the team he assembled has built over the 30+ years since he bought the Reading Cluster is nothing short of remarkable. Without expanding beyond his home base, without bringing in additional investors, without sacrificing his core principles, Andy has built the largest privately owned railroad in Pennsylvania and one of the most successful and valuable rail franchises in North America.

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His freight franchise has a diverse traffic base that includes Fortune 500 companies and local entrepreneurs. And the passenger business he has built is in some ways even more amazing. This year he has been able to offer excursions with two steam engines as well as many expanded routes and service dates.

And our future is remarkably bright. This year we are on plan to add thousands of carloads of new business to our railroad. Almost all of this growth will come from our anthracite coal franchise, which should exceed the million ton mark for the first time in our history!, and our new Tunkhannock terminal dedicated to Marcellus Shale business. In many ways our success this year is a microcosm of how RBMN surmounts challenges that would cripple less nimble, less entrepreneurial companies.

As anyone who follows the railroad industry knows, 2022 has been a very challenging year for Class 1 railroads. Our friends at Norfolk Southern have not been immune. And so after the Russian Invasion of Ukraine when we told NS our customers wanted to move an additional 25+ loaded coal unit trains (along with empty returns) over the remainder of the year, we knew it would be a challenge for NS. And it was. Once it was clear that NS was having crew and power issues, I made the tough decision early on to shift the business to blocks moving in manifest trains. This move required buy-in by NS, Conrail Shared Asset, the people at Kinder Morgan that operated the Port of Fairless Hills, the people at Moldok who operated the river port at Leetsdale, PA, the many receivers as well as the producers. Internally, we needed huge resources from Operations, Customer Service, our Car Shop, our Equipment group and Marketing. And truth be told, it was rocky at the beginning. No one was really happy. But in short order the coal began to get to the vessels on a regular schedule and congestion along the route was reduced. Is it perfect, NO, but does it work, YES.

But it would not have worked if Andy hadn't had the foresight to purchase an additional 100 rapid discharge cars for the export business last year. It would not have worked if Andy did not authorize the hiring of additional bodies in various departments. It would not have worked if Andy hadn't given Bill and I the ability to negotiate new deals with all the relevant players. And it would not have worked if RBMN had not built up a reputation over the last three decades as a railroad that took care of its customers and got things done.

So now, as I enter my 23rd year at the Reading & Northern, I can honestly say I have never had a more interesting and fulfilling job. And I look forward to many more anniversaries to come. I am not sure whether I will remain active to reach 50 years at the Reading & Northern, but I know it will be fun trying! And I also know that thanks to Andy's leadership and the hard work of hundreds of great employees over the years, Reading & Northern will keep on track. ♦

Operations

Lehigh Line 25 Years

BY: TYLER GLASS, EXECUTIVE VP OPERATIONS

August of 2021 was another milestone anniversary for the RBMN: 25 years since the purchase of the Lehigh Middle Cluster from Conrail (CR). I had been working for the RBMN nearly 6 years when this took place. As I reflect on the years since, I just shake my head in amazement over the transformation of the Lehigh Line and our railroad system as a whole.

While the geography of this rail line has remained the same, so much of the usage and surrounding landscape has changed. Nobody could have predicted the twists and turns the rail industry would take over two and a half decades.

I feel it may be helpful to give a little perspective on the rail scene in our region in 1996. Conrail was in its 20th year of existence, and they dominated the Northeast; to our railroad, and many around us, Conrail was their only connection. Conrail had recently made a corporate decision to downsize its

system and farm out much of the branch line operation to shortline partners. This program was called Conrail Express and RBMN was all in.

At this point, RBMN was in its sixth year of operation on Andy's first railroad purchase: the 130-mile Reading Cluster, in the heart of the Pennsylvania Anthracite Region. In the early years we struggled to keep our head above water. Atrocious track conditions and a couple of particularly tough winters brought us to our knees. In 1992, despite the challenges, the RBMN expanded its system into the Hazleton Region with track purchases from the Schuylkill County Rail Authority and Conrail. Growth continued in 1993 when the Port Clinton Locomotive Shops were built.

Continued on page 6.



Effective immediately, RBMN President, Wayne Michel, can be reached at wmichel@readingnorthern.com

Christmas Eve 1997 most of the Lehigh Division personnel pause for a quick photo. Mike Bednar standing on the ground. On the running board from left to right are Dick Saylor, Joe Abdo, Mike Cormier, Frank Sebelin, Victor Gavinski, Al Luedtke, Casey Gavinski, Fritz Roehrig, Allen Keller, Dave Kroznuski, Tony Pascoe, Jack Wassel, Tom Stemko and Ron Gehris. On the hood from left to right are Ed Schubeck, Ed Davis, Dave Hempeler, Chad Frederickson, Chance Dreisbach, Dennis Luedtke and Mike Bischak. Mike Creedon photo.

Continued from page 5.

In 1995, across the tracks from the locomotive shops, construction began on our corporate headquarters and by 1996 construction was complete. Around this time the RBMN operations started to stabilize and there was excitement, and a little apprehension, as we were about to get into big time railroading.

In early 1996, it was announced that Conrail was looking to spin off the railroad from Allentown to Sayre, a huge piece of the Lehigh Valley's old Mainline in Eastern Pennsylvania. Trackage in the Hazleton and Scranton regions were also included in this deal. RBMN quickly became the front runner to acquire this and, by mid-1996, we were making plans to take over the first piece of the mega deal. Conrail decided to sell the railroad in three sections to allow RBMN to absorb it a little easier.

On August 19th, 1996, RBMN began operations from Lehighton to Mehoopany. A branch line to Scranton was also included in this piece. Over the next 25 years I watched Andy Muller's vision come together exactly as advertised. As the concepts were rolled out, what started as crazy ideas to many, became visions coming to fruition. Nothing short of pure genius! But let me get back to 1996...

Joe Abdo, a former CR manager, and Mike Bednar, a former Lehigh Valley and CR veteran, would help guide the operations in its infancy to ensure a smooth transition for all railroads and their customers as we worked our way through startup. Conrail also agreed to dispatch our newly acquired trackage until we were able to get our own system up and running. In retrospect, it seems a bit weird to have another railroad in control of our operation, but that is just how it was for a few years.

Jeff Seidel would be in charge of handling our signal needs for the new acquisition. Jeff was a long-time railroader who was an expert on every aspect of the operations he put his mind to. Jeff also hired a former CR signal maintainer, Victor Gavinski. Victor happened to be the guy that was most familiar with the signaled territory we just acquired. The system was old and tired, but still operated as intended with some TLC. Victor knew how to keep things going efficiently and where the previous band-aid and bubble gum repairs were.

Once we were the proud owners of this new railroad, RBMN now had exposure to four different railroads. Canadian Pacific (D&H) had four trains per day (2 Northbound, 2 Southbound) operating over the Lehigh Line from Allentown to Dupont where the CP would get on their own tracks. This was huge revenue for RBMN in terms of trackage rights fees. RBMN had one interchange with CR at Lehighton. In addition to RBMN moving its own traffic from Lehighton North, we also bridged traffic from CR to the L&S Railway in the Pittston Area and for the Delaware-Lackawanna Railroad in the Scranton Region. Both railroads had trackage rights on RBMN to pick up and drop off cars.

At the time, the road locomotives we had on hand when we took over were GE U23Bs; four axle locomotives. These locomotives were not as useful when it came to dealing with the volumes of cars and the mountainous terrain. Often, we were left with two choices: leave some cars behind at Lehighton or struggle at a snail's pace up the mountain to get the cars to destination. Thankfully, in 1998, RBMN was able to purchase two EMD SD45-2 locomotives from Conrail. These high horsepower six-axle locomotives were just what we needed to handle our freight needs efficiently and expeditiously. Plus, they were just freaking cool locomotives!

The 60-mile main line trackage between Lehighton and Pittston was at the time, and still is today, an interesting piece of railroad. The Southern 33 miles of the 60-mile main line had zero customers. Starting at Lehighton and heading North to M&H Junction the railroad paralleled Conrail's tracks for 11 miles. The first two miles were basically used as a yard track. The next 9 miles were in marginal shape and were infrequently used for dimensional shipments from Air Products in Wilkes-Barre. The signal system was a single direction system tied to CR's signals on the parallel track and were not functional. At M&H Jct., where the tracks came together, the CR track diverted towards Hazleton and the RBMN tracks headed North toward Scranton. It was necessary to move through CR's interlocking where the tracks came together and then immediately split. The next 21-mile single track stretch was decent but was jointed rail and was peppered with slow orders. The signal system was functional but required constant attention as the equipment was older technology. This was true of the entire signal system up to Dupont. The first 12 miles of this section parallels



In the winter of 2004 Air Products wanted to go out in the field to look at the Lehigh Line to study clearances. Wayne Michel participated and even got out to help measure the degree of a curve.



This photo is from August 2001 and shows our first day serving Procter and Gamble at Mehoopany. The train crew poses with some RBMN managers. Left to right Mike "Breezy" Bischak, Therman Madeira, Len Balent, David Hempeler, Jim Raffa, Andy Muller, Jr., Dan Gilchrist, Aaron Muller and Tyler Glass. Photo by Daren Geschwidt.



Vince McGuigan and Tony Pascoe pose by the Mark IV tamper in December 2000. These two worked together for many years and did a fantastic job improving the track structure wherever they worked. Photo by Daren Geschwidt.



RBMN locomotive 2395 shown at Conrail's Altoona shop in 1996 just prior to delivery.



A close up of the side of locomotive 2395.



the Lehigh River and is some of the most beautiful scenery in the East. After the railroad moves away from the Lehigh River the grade starts to get steeper, passing through two tunnels, before finally leveling off at Crestwood.

The remaining 27 miles of the 60-mile main line have customers scattered along the way. Starting at Crestwood continuing North, the railroad becomes double track for four miles and is level railroad. At the beginning of the four-mile stretch there is a switch that diverged from #2 track that lead to the Crestwood Industrial Park. This is where we encounter our first customers. The double track ends at Solomons Gap. The track is decent jointed railroad, and the signal system is set up for Northbound traffic on Track #1 and Southbound on Track #2. At Solomons Gap the railroad starts the descent down the mountain and is single track for the next 5 miles. The signals are set up for both directions until reaching Laurel Run. At Laurel Run the railroad is double track for the next 12 miles; however, only Track #2 was used for train traffic. Track #1 was only infrequently used for Air Products dimensional movements. The signal system is set up for Northbound traffic on Track #1 and Southbound on Track #2. At Dupont, the double track ended. At this point: there was a junction with CP, the signal system ended, and RBMN was single track for four miles into Pittston Yard.

Pittston was the northern base of operations for all of the local business on the line and all local traffic is dispatched from there.. The old main line continued another 27 miles to Mehoopany, just shy of the Procter and Gamble facility. We also had a twelve mile branch that extended to the city of Scranton, which also went through CP's Taylor Yard. We had an extremely limited, almost non-existent, interchange with CP.

Back to 1996. In October of that year the future of Conrail was in limbo, CSX and Norfolk Southern Railway got into a battle to take it over. In the end it was divided between the two entities and NS ended up taking over the rail lines surrounding us. This would halt any future lines acquisitions associated with the Lehigh Line.

And the dude who sold us the railroad at CR, Wayne Michel, he eventually came to work for us and has been our President since 2006.

Over the next 25 years the Lehigh Line portion that RBMN acquired would see many changes, both in our physical plant and the railroad landscape.

RBMN would restore an old rail bridge over the Lehigh River and established a new connection at Coal which is a few miles north of Lehighton.

Canadian Pacific would exit a major portion of the railroad operation in the northeast. C&S Railroad would come under exclusive RBMN management and eventually RBMN would purchase the rail line from Carbon.

Welded rail was installed in much of the main line from Coal to Pittston and speeds are greatly enhanced. We now have ten miles of double track instead of four. The signal system between Coal and Pittston is almost all new bidirectional state of the art technology.

A new bridge was built over the Lehigh River thus allowing a progressive move from south to north. This was one of Andy Muller's crowning achievements and has completely changed our railroad forever. This was his vision to get this project completed and it took him 24 years to get it done!

Fast forward to 2021 and the railroad has completely changed. No longer does the Lehigh Line seem like a far away disconnected railroad. It is now the northern end of a giant regional railroad.

Our traffic and customer base went through some changes as noted in other articles in this magazine.

Our train crews now have a fine stable of varied locomotives types to handle any type of service needed for our customer. Dustin Berndt and the team work exceptionally hard to maintain our fleet to the highest standard.

Jon Barket took over the signal department in 2010 when Jeff Seidel retired. Jon continued the fine tradition of upgrading and fine tuning our signals and grade crossings. Matt Collins had been assisting with those efforts and has taken the torch to lead this department in the future.

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Eric Peters and his operations management team continue to ensure the our train crews meet our customer's expectations.

Now our major interchanges are Reading and Taylor for traffic on the Lehigh Line. We operate a ten hour turn job called the North Reading Fast Freight (NRFF). And this train operated exclusively on RBMN owned trackage.

I am in disbelief as I try to explain how much has changed since we first bought that section of railroad from CR. The story would literally fill a novel.

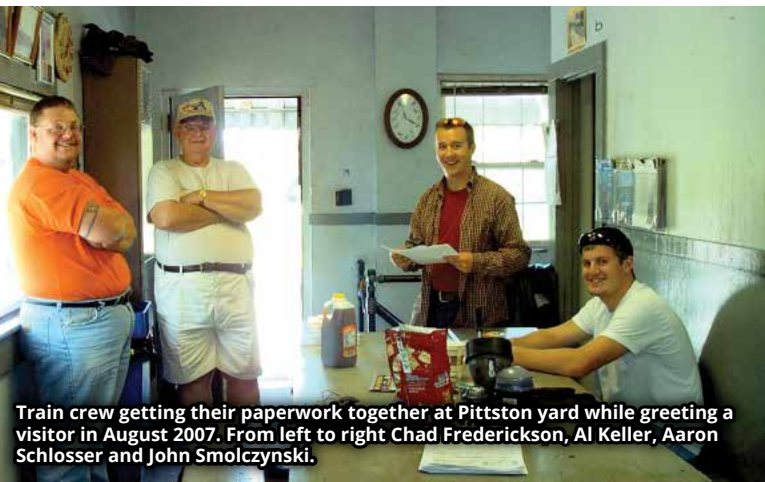
I want also relay that as I wrote this article it was the people associated with these memories and stories that make it so wonderful. Without many of them the railroad would not be enjoying the success it has. ♦



March 18, 2011. On this date we officially renamed the interlocking at Mutley. The interlocking was named Seidel as a tribute to Jeff Seidel for his decades of dedication to the RBMN. Jeff was with the railroad from the very beginning and had designed this particular interlocking. Shown from left to right are Daren Geschwindt, Matthew Collins, Tyler Glass, Victor Gavinski, Jonathan Barket and Jeff Seidel.



Caleb Fetterolf, standing, and Ed Philbin are shown at the Crestwood Industrial Park in 2019.



Train crew getting their paperwork together at Pittston yard while greeting a visitor in August 2007. From left to right Chad Frederickson, Al Keller, Aaron Schlosser and John Smolczynski.



Our locomotive mechanics pose for a photo in 2016. From left to right are Scott Beshore, Adam Stump, Joe Zimmerman, David Evely, Ben Meiser, Dan Puksar and Dustin Berndt.



A recent photo of several crews at Pittston. On the ground from left to right are Samuel Hollock, Travis Prevost, Ron Papiercavich, Tom Skrutski, Michael Voorhees, David Lapallo and Erik Ostroskie. On the running board are Andrew Zehner (left) and Mike Bischak.



January 2019 were placed the first cars at the Ransom Transload. All on hand posed for a photo. Onboard the locomotive are Tom Cook, Andy Muller Jr., James Cerulli, Rian Nemeroff and John Smolczynski. On the ground are Tyler Glass, Ray Chippa, Chris Goetz, Russ Monroe, Josh Rodney, Matt Mizikoski, Ryan Rupprecht, Brad Handling, Ryan Davis, Randy Reber, Steve Balthaser, Cole Handling, Tim Billet and Ray Schwenk

Reading and Northern's Lehigh Acquisition 25 Years Ago

BY: JIM RAFFA, VP MARKET DEVELOPMENT, RIAN NEMEROFF, SVP MERCHANDISE, & DAREN GESCHWINDT, VP DISTRIBUTION SERVICES

"Rip Van Winkle" is a short story written by Washington Irving in the early 1800s. In the story, Rip drinks a mysterious drink and falls asleep for twenty years to see the world has changed greatly when he awakes. Today, I feel like the "Rip Van Winkle" of the Reading & Northern.

One advantage of having been at RBMN in the dawn of time is that I personally witnessed much of the creation of the RBMN we see today. In August of 1996, I oversaw Customer Service and Marketing as well as assisting with Real Estate. From that vantage point I was in the thick of things during the purchase of the Lehigh Line from Conrail. I was especially involved in the conversion of Reading and Northern into Wayne Michel's (then with Conrail) Conrail Express Program. The Conrail Express Program was created in 1996 and designed to partner with connecting short lines to enhance both the short line and Conrail, the class one, to create a seamless transportation alternative for shippers and to give the short line the support and strength of a class one railroad.

The effects of the Lehigh Line purchase on then-RBMN were staggering. People forget that in 1996 RBMN was basically an anthracite coal railroad with a few other shippers. There was no Hazleton yet. In fact, many of our current customers did not exist. To take on such a substantial expansion we needed to develop or add to our existing rail software system to develop new stations for reporting and billing. We added fifteen of Conrail's customers to our line and needed to meet with all of them to understand their business needs to provide them with our excellent services which were known and respected industry wide. In Real Estate we took on literally hundreds of occupations, leases, and easements. All that data needed to be sorted, documented, and managed.

Once we got the Lehigh Line sorted, we then had to deal with the end of Conrail and becoming a Norfolk Southern handling line. That was another huge undertaking, but by that time Wayne had joined the railroad and soon thereafter he brought Dan Gilchrist, a former Conrail colleague of his, to assist him on the marketing side.

Over the next twenty years RBMN proceeded to take steps to implement Andy Muller's vision of building a main line railroad from Reading to Pittston. Along the way, there was also a focus on industrial development along the Lehigh Line to make it less reliant on overhead business to neighboring shortlines, the Delaware Lackawanna and Luzerne – Susquehanna, and trackage rights trains.

Towards that end RBMN purchased the Crestwood Industrial Track servicing the Crestwood Industrial Park on November 30, 2001. Prior to the purchase of the track, Reading and Northern did operate on the track however, the purchase allowed RBMN to invest and upgrade the property to handle the existing and future rail customers. At the time of the sale, the Crestwood Track was home to 12M, Berry, CertainTeed, and what was to be the Sealy lead track.

A few years later, I left RBMN as an opportunity came along to purchase and take over another rail line from Norfolk Southern along with managing three other short lines. It was a successful venture however, its success led to the sale of that franchise at the end of 2020. At that time, after talking with Wayne Michel several times, Wayne and I decided that it was time for me to come home to RBMN. When I awoke from my lengthy nap and came back to Reading and Northern in 2021, I couldn't believe the change that I observed. Much of what has changed involves the Lehigh Line. The number of business closures and new business developed makes my head spin.

Business Closures

Most notably, was the closure of the Lehigh Line's largest physical receiver, Techniglass Corporation. They made glass television tubes and had annualized carloads of 1500 railcars per year. They ran strong for a few years however, in



The YJPI-A crew spots covered hoppers in the batch house at Techniglas on 1-28-98. The techniglas plant closed in 2004 as a result of consumers switching to flat screen televisions.

2001 we began to see the traffic decrease and the plant was closed by 2004 as technology changed and flat screen TVs became the norm.

Other significant customer losses included CertainTeed in the Crestwood Industrial Park, who handled 250-400 carloads per year. This business completely went away in 2010 when CertainTeed closed their insulation plant. Air Products in Wilkes-Barre constructed massive heat exchanger machinery, these moved as lucrative high and wide shipments until this facility closed in 2018.

Other closures included Kerr McGee, Plainwell Paper/Cascades, Topps Bubble Gum, and Rosenstein Produce which collectively added up to several hundred lost carloads per year.

Over the years RBMN also learned the danger of relying on overhead traffic as a core account started to become clear. After acquisition the largest volume of business on the line was the lucrative overhead or bridge business. Overhead business is carload traffic that we would pick up at interchange and run to another interchange for another carrier. We had 2 overhead streams moving over our railroad. They were Delaware Lackawanna Railroad and Luzerne and Susquehanna Railway. The overhead traffic to Delaware Lackawanna was good for 1000-1400 carloads per year. This traffic remained on our line until 2001 when Norfolk Southern, the successor of Conrail in the region, agreed with DL on a new direct connection between NS and DL in Portland, Pennsylvania. The Luzerne and Susquehanna Railway overhead business was good for 500-1800 carloads annually. In 2015 with its acquisition of the D&H, NS no longer needed to use RBMN to handle overhead traffic to the LS. So by 2016 the overhead traffic business was all gone.

Overall, thousands of carloads were lost at no fault of Reading and Northern. This is not unique in our industry thus the need for continual industrial development. Traffic losses like that can and would be devastating to most railroads however, these losses made Reading & Northern more committed to marketing and growing the railroad.

Legacy Customers

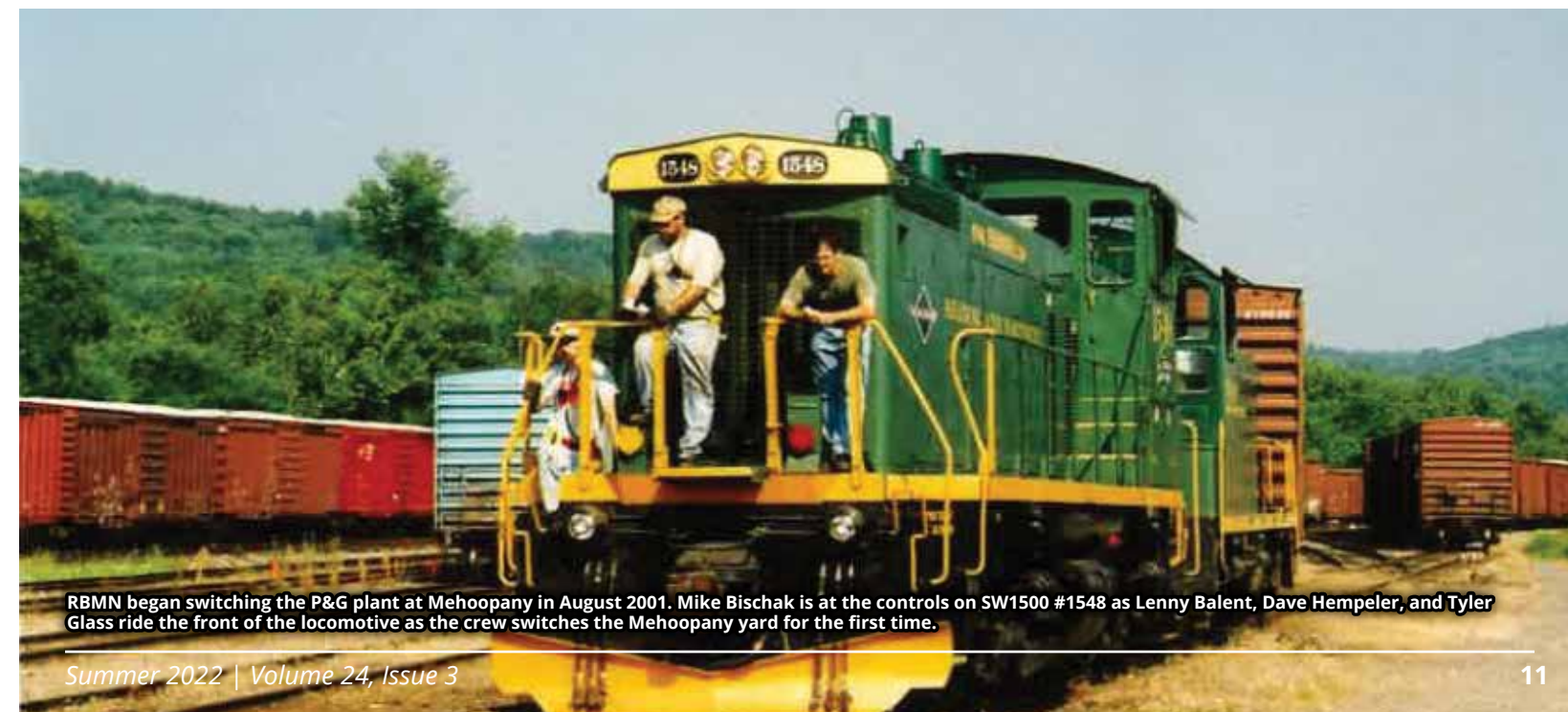
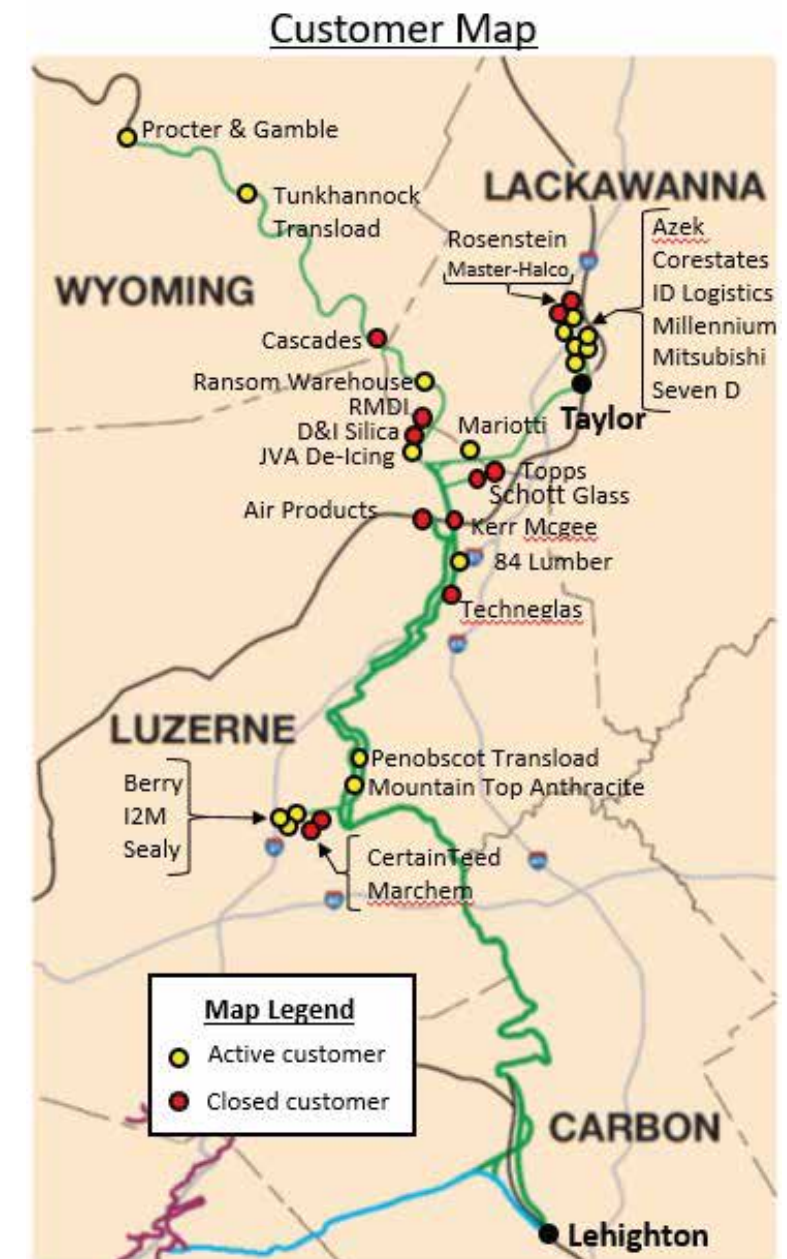
Thankfully, RBMN had quickly moved into business development mode after acquiring the Lehigh Line. Nothing was more crucial for RBMN after acquisition than beginning a relationship with Proctor and Gamble's huge Mehoopany facility. Since the plant was just north of our property line on Conrail track in Mehoopany, P&G started off as a bridge move for us as we bridged traffic from Lehigh to Mehoopany for Conrail, and later Norfolk Southern. Shortly after Split Date, P&G inquired as to whether RBMN could take over direct service as P&G's contract switcher. On August 6, 2001, we began servicing the plant directly under long-term lease arrangements with Norfolk Southern and P&G. What began as an overhead move in 1996 of several hundred carloads bloomed into a major business opportunity for our Forest Products Group. Today we move over 4000 carloads annually to this customer. There was a spike to P&G's volume in 2020 because of covid and consumer hoarding of "toilet paper."

In 2008 we began handling safety stock for P&G, first at MWD Logistics and later at Kane Warehouse. In 2015 Kane exited the safety stock business for a primary supplier and this motivated RBMN to lease our own facility in Old Forge, PA. After five years of leasing, RBMN found a unique building available for purchase a mere 24 rail miles away from P&G in Mehoopany. The building was purchased in 2019 with Andy Muller funding in excess of \$1M to purchase and rehabilitate the facility into a first-class warehousing operation with a six-railcar capacity, inside the building track, that is operated with railroad personnel. Over time, the warehouse has expanded to other customers and commodities including printing paper and plywood. As a result of our effort to provide superior service to P&G and its suppliers RBMN now operates a railroad, a warehouse, a trucking company, and owns a box car fleet to offer transportation services to meet just about every customer need.

Another critical Lehigh Line customer is Kane Warehousing. What started as less than a couple hundred carload per year customer in 1996 has turned into a 3000 plus carload customer. In 2003, Kane and Reading and Northern were able to successfully land a major account with aggressive pricing. To handle this increased volume a second unloading track was designed and added in 2015.

Another success story with a legacy customer is Mariotti Lumber. When we began in 1996, Mariotti was good for 200-250 railcars. With exceptional rail service, that business has grown to over 500 carloads in 2021.

Continued on page 12.



RBMN began switching the P&G plant at Mehoopany in August 2001. Mike Bischak is at the controls on SW1500 #1548 as Lenny Balent, Dave Hempeler, and Tyler Glass ride the front of the locomotive as the crew switches the Mehoopany yard for the first time.

Continued from page 11.

Mitsubishi, formerly known as Poly Hi, has been a customer since the inception in 1996. While in the first few years of our existence they maintained 100 plus carloads of business, in 2021 they have grown the business to be well over 200 carloads.

Berry, formerly known as AEP, has been a long steady customer of Reading and Northern. While their traffic fluctuates with economic conditions, they continually handle 400-500 carloads of high revenue plastics. I2M, formerly HPG, is another similar story. I2M maintains a constant traffic base more than 100 cars per year since the line's takeover in 1996.

New Traffic Growth

Reading and Northern Marketing forces have worked hard since the line's inception to develop new business lanes. There have been several success stories in the company's marketing endeavors.

In 2005, Reading and Northern landed and located Azek products in the Keyser Valley Industrial Park in Scranton. This customer produces composite deck material and other similar products. Since the business began, it has grown to well over 300 cars per year.

In 2019, as mentioned above, we opened our own Ransom Warehouse which specializes in warehousing and cross docking material. That business has been a huge success and moreover a strong support facility to help already existing customers receive product that can't go rail direct. In 2021 we moved over 400 railcars through our facility.

Other new customers on the line include 84 Lumber (2007), Sealy (2009), Seven D (2016), Corestates (2018) and Millenium (2018). All these customers

are appreciated and certainly add to Reading and Northern's diverse traffic base.

Frac Sand is an interesting commodity which Reading and Northern has worked with over the years. In 2009, Reading and Northern working with Hi-Crush opened a terminal in the Pittston Yard. The terminal operated successfully with traffic levels regularly over 1000 cars per year from 2009 until 2015. Ultimately, compressed gas prices along with significant driving distances to get to the gas market led Hi-Crush to exit the facility.

Last year, as discussed in our last news magazine, Reading and Northern decided to re-enter the business by constructing a brand-new terminal in Tunkhannock. This terminal is positioned 30 miles closer to the gas play and that closer distance has made all the difference. As of the writing of this article we are unloading 10-15 cars per day, and we expect only to increase that number.

Conclusion

Reading and Northern's Lehigh Line has been a tremendous success story despite significant losses due to plant closures, class one routing changes, and other economic obstacles. Despite all the business losses, Reading and Northern has grown the business well beyond original levels. In addition, we have improved the infrastructure on the line which improves our service and operational productivity

As I look at the current Lehigh Line I cannot help to be amazed. The railroad today looks like a mainline railroad with good rail, ties, signals and ballast. Today we enjoy significant volumes all the way from Crestwood Industrial Park through Scranton and on north to Tunkhannock and Mehoopany. And today the future looks fantastic as our frac sand business will continue to grow and our partnership with P&G will continue to pay dividends. I am so glad I woke up. ♦



The PECW crew spotting the first car of latex at the Sealy on July 31, 2009.



A truck prepares to load sand at the newly opened Tunkhannock sand terminal. The RBMN terminal opened for business in February 2022.



The first cars are spotted at the new Reading & Northern Ransom warehouse on 1-11-19.

The Acquisition Legacy of the Lehigh Middle Purchase from Conrail

BY: JOLENE BUSHER, AVP REAL ESTATE

This year the Reading & Northern has been celebrating the 25th anniversary of owning the Lehigh Line portion of our railroad.

On August 19, 1996 RBMN acquired the Lehigh Middle portion of Conrail's Lehigh Line which was comprised of former Lehigh Valley Railroad, Reading Company (who acquired their portion of Conrail's Lehigh Middle from Central Railroad of New Jersey), and Erie Lackawanna Railroad lines. The Lehigh Middle runs over one hundred miles through Carbon, Luzerne, Lackawanna, and Wyoming counties from Lehighon, Carbon County to Mehoopany, Wyoming County.

As discussed further in Wayne Michel's Keeping on Track (p.3) and Tyler Glass' article on page 4, this purchase was negotiated by Andy with Wayne Michel who had been asked by Conrail to manage a new massive line sale program as a strategy to create shortline franchises while reducing Conrail's capital obligations in secondary markets.

While Conrail had its strategy and reasons for selling the Lehigh Line and other properties, Andy Muller also had a grand strategy. Andy wanted to ultimately put together a high speed main line that would connect Reading to Scranton and points beyond.

As Andy knew he was about to acquire the Lehigh Middle segment from Conrail, and indeed he had been told he would ultimately acquire the entire Lehigh Line from Sayre NY to Allentown PA, on August 2, 1996 Andy proactively acquired trackage rights from the Carbon & Schuylkill Railroad over a nineteen mile line to connect its Reading Division and its soon to be acquired Lehigh Division. With these trackage rights, RBMN had a mainline that extended from North Reading Yard in Berks County north to Mehoopany, Wyoming County (see Line Map on p.7).

By August 19, 1996 the stage was set for development of the Reading & Northern system and operations as we see it today on August 19, 2022.

Twenty Five Years Forward

What followed after the purchase of the Lehigh Middle Cluster is a long list of acquisitions and accomplishments spanning just twenty five years.

When the Reading & Northern acquired the Lehigh Middle Cluster we took over service of the Crestwood Industrial Park in Mountain Top, Luzerne County, but just a few years later in November 2001, we formally acquired the tracks through the industrial park. Having much success servicing Crestwood, RBMN would later in 2016 purchase the rail assets of the Humboldt Industrial Park outside of Hazleton, also in Luzerne County.

A few years after RBMN acquired the trackage rights over the C&S Railroad, RBMN and the owners of the C&S decided to allow RBMN to operate and maintain the railroad so as to have its limited business integrated into a more efficient operation in 2004. This nineteen mile rail line in Carbon and Schuylkill counties was acquired from Carbon County in May 2021. Andy

Muller, Jr. and Wayne Michel worked together with the Carbon County Commissioners for a number of years to come together on an Agreement of Sale for this portion of mainline that was critical to connecting our Lehigh and Reading divisions. Now as owner of the rail line, RBMN leases the line to the C&S Railroad.

The purchase of the Lehigh Middle Cluster allowed for valuable development of property along this portion of RBMN's rail system. In Fall 2000, RBMN started construction of its yard facilities in Penobscot, Luzerne County, and in 2006 opened its Penobscot yard office. The Pittston Yard, also in Luzerne County, has been developed over the years with recent building upgrades in the past few years and future plans for passenger services.

Industrial development on the Lehigh Division was also possible through the purchase of the Lehigh Middle Cluster. From various transload partnerships in both Penobscot and Pittston yards, to the 2018 purchase of our Ransom Warehouse in Lackawanna County and our most recent development of the Tunkhannock Transload Terminal for sand in Wyoming County, the extensive miles of the Lehigh Middle Cluster has repeatedly provided opportunities for new industrial opportunities.

Along with industrial development, the Reading & Northern also invests in the development of our facilities when need and opportunity arises. Our most recent investment came April 21 of this year when we acquired the former Kovatch Fire Truck Company industrial complex in Nesquehoning, Carbon County. The Reading & Northern acquired this 10 acre property from the KME Rev Group with the plans of expanding our railroad operations (see article on p.20). This industrial campus with nine buildings is situated alongside the nineteen mile rail line we acquired from Carbon County last year.

August 19, 2022

As we conclude the twenty fifth year since our purchase of the Lehigh Middle Cluster, it is easy to see the impact of that acquisition and the leaps and bounds growth of the RBMN since August 1996. It is clear to see the benefit of the property acquired from that line sale and how one expansion led to another, and led to another. At the time of the sale in August 1996, while possibilities for success were endless, there was also over one hundred miles worth of operations logistics, over one hundred miles worth of maintenance, over one hundred miles worth of success, or failure, all contingent on the determination of RBMN leadership, the perseverance of RBMN employees, and the ingenuity of Andy Muller, Jr.

Just as it would have been impossible in August 1996 to imagine what the Lehigh Middle Cluster purchase meant to RBMN in August 2022, it is unfathomable to imagine what August 2046 will mean for RBMN. But using history as our guide, if there is anything the past twenty five years have shown us, it is that growth is inevitable and success is the reward of hard work and more importantly, working hard together. ♦

The Changing Look of Trackage Rights Over 25 Years

BY: DAREN GESCHWINDT, VP DISTRIBUTION SERVICES

When the Reading & Northern acquired the Lehigh Line in 1996, trackage rights trains played a major role in the operation of the Lehigh Division. In 1996 CP ran 4 daily trains over the line between Lehighton and Dupont, 2 northbound and 2 southbound.

In the early years after our acquisition, Conrail continued to dispatch the line. This was because the line was signaled, and at that time we didn't have a computerized dispatching system that would allow us to control the signals from Port Clinton.

In 1999 we bought our first computerized dispatching system and were able to take control of the Lehigh Main for the first time. Taking control also meant we now had to have dispatchers on duty 24-7 to handle the CP trackage rights trains. Prior to this we only had 1st and 2nd shift dispatchers. This was because there was only 1 train running on the Reading Division during the overnight hours, and they were equipped with a cell phone to contact the General Manager if they had any issues, so no dispatcher was needed. Taking control of the Lehigh Main meant we now needed dispatchers on all 3 shifts, 7 days a week. CP agreed to pay for the additional dispatching shift, so they could continue to run over the line during the overnight hours, instead of modifying their train schedule. They also agreed to a volume guarantee, which meant we would get paid for our services even if their traffic decreased.

I was working as a train dispatcher at the time and volunteered for the 3rd shift slot. On 3rd shift the majority of the work focused around the trackage rights trains. CP ran trains 256, and 257 which handled general merchandise as well as trains 258 and 259 which were a mix of intermodal and merchandise traffic. Each of these trains ran between Binghamton, NY and Oak Island, NJ. In a normal 8 hour shift I would handle all 4 of these trains between Lehighton and Dupont. As 1999 went on CP decided to reduce their service in the region and decreased to 1 train in each direction per day.

Fast forward again to 2002 and NS entered the trackage rights picture. By this time they had completed their acquisition of the Conrail lines in PA and looked to add service between Binghamton and Allentown. Wayne Michel negotiated

a trackage rights deal that would enable them to add a train in each direction. This began as the NS 30T and 31T train which ran with run-through CN power that came down in run through service via the Rouses Point gateway. As time went on, this would change to NS 12T and 13T which originated from Buffalo. This change meant the colorful CN locomotives would be replaced with the standard black NS power.

The regular daily pattern of 2 CP trains and 2 NS trains would continue this way for the next 14 years. The trackage rights trains were welcome tenants on the line, accounting for over \$1 million in revenue each year. This money generated by these trains would be used to pay for the track maintenance on the Lehigh main for the year.

This would change again in 2015 when CP announced that they would be selling their trackage south of Schenectady, NY to Norfolk Southern. Just like that, the CP trains went away and only the 2 NS trains remained. Even though the number of trains changed, the carload volume stayed steady, as traffic was shifted to the existing NS trains on the route.

The final change would occur in 2019 when NS announced that it was downgrading its portion of the Lehigh Line. This would result in removing the last 2 road trains from the line and moving their traffic via alternate routes, primarily the Sunbury line that runs between Harrisburg and Binghamton. In December of that year NS would operate the last trackage rights train over the line.

As a result of the loss of all overhead trackage rights trains, RBMN allowed the trackage rights agreement with NS to expire last August at the end of its 20 year term. As of today there is no trackage rights tenant on our Lehigh Line.

The last 25 years has seen several changes that occurred as the industry around us has changed. It will be interesting to see what the future holds as the rail industry continues to change and find ways to be more efficient. The Lehigh Main continues to be a well maintained route, and the return of trackage rights trains would be a welcome addition. ♦

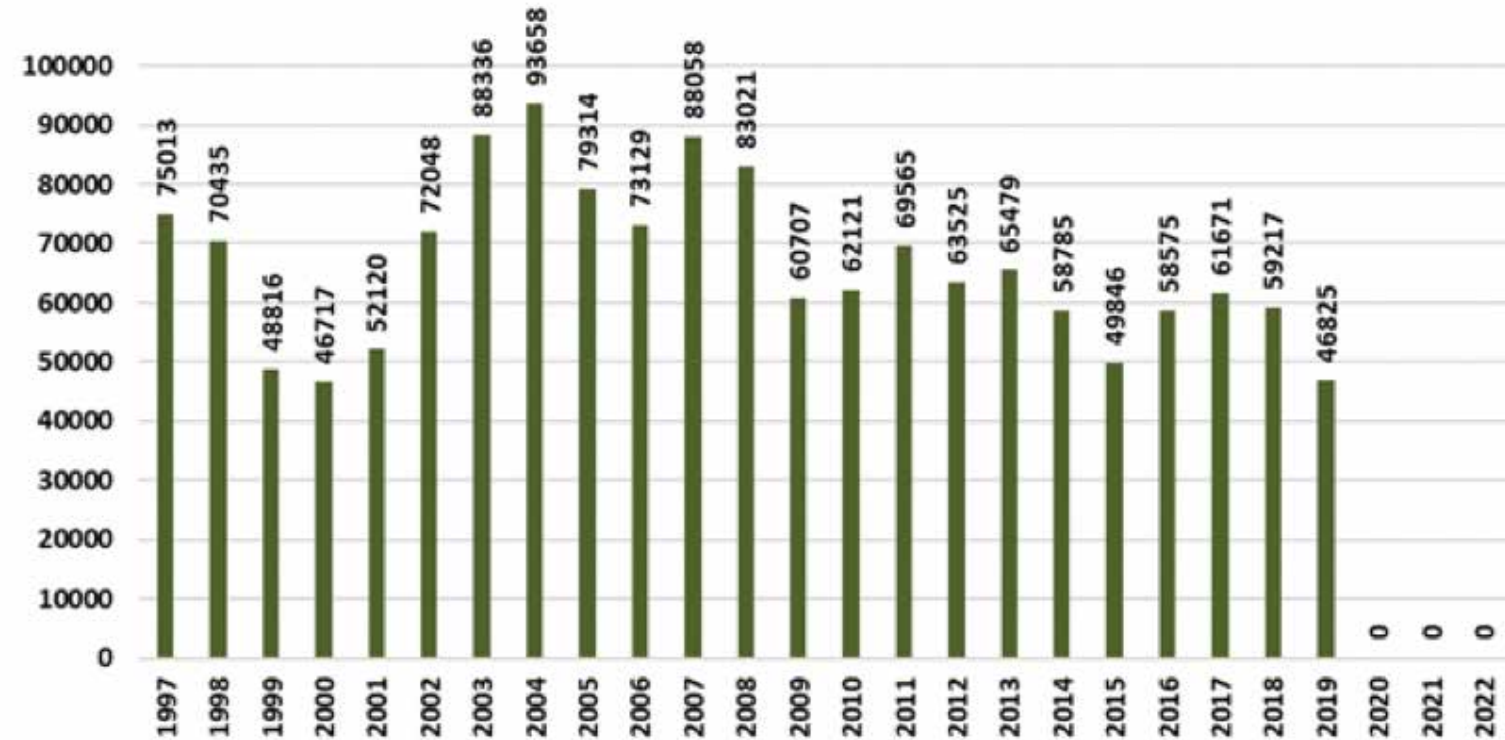


Train NS 36T passing the Penobscot office in 2018.

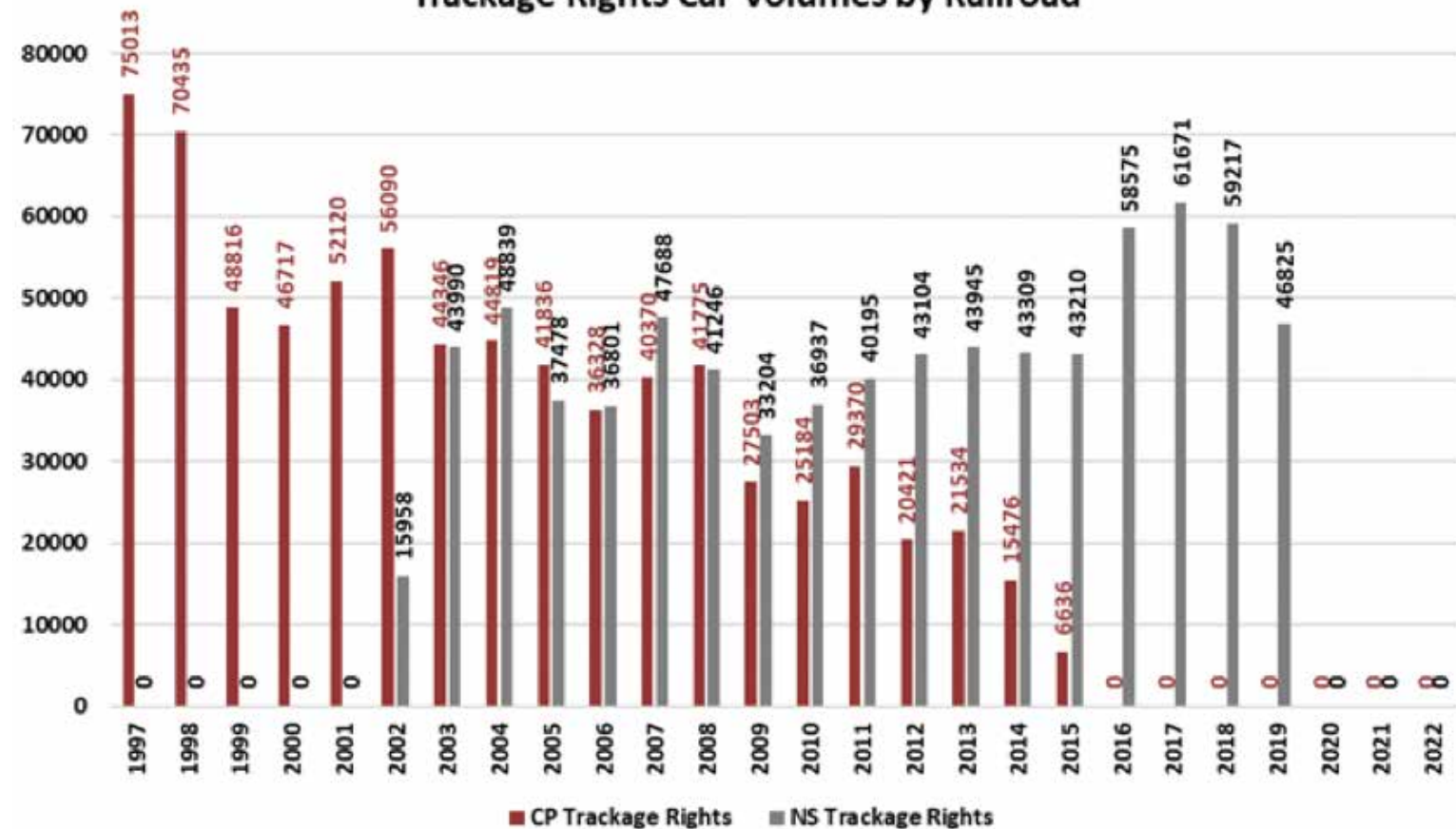


A Canadian Pacific trackage rights train makes its way across the RBMN Lehigh line in 2009.

Combined Trackage Rights Car Volume



Trackage Rights Car Volumes by Railroad



25 Year Lehigh Main Line Milestone

BY: CHRIS GOETZ, VP MAINTENANCE OF WAY

This year marks twenty-five years since Andy Muller acquired the Lehigh Line from Conrail. This addition to the RBMN system has proven vital to creating satisfied customers in the Carbon, Luzerne, Wyoming, and Lackawanna counties. In 2001 this acquisition opened the doors to the Crestwood Industrial Park and the P&G facility in Mehoopany, PA. The line was also operated over by Canadian Pacific and Norfolk Southern under trackage rights agreements, which meant the line was home to over eighty thousand car loads a year.

Due to the heavy traffic and the importance of being a major north-south corridor, this line has created 25+ years of continuous, relentless work by the MOW department. Since acquired in August of 1996, this work has been to not only keep the Lehigh Main Line operating, but also raise it to the Main Line standard Andy expects from our MOW department. When purchased, this fifty-three miles of track, which includes over fifteen miles of double track, was in much need of repair and rehabilitation Andy's vision, which took many years after the 1996 purchase to complete, was to run a progressive north-south main line from Reading to Pittston where customers could benefit from a shorter, less congested route between Canadian and Philadelphian points. This 1996 vision of creating a true, uninterrupted mainline has recently come to fruition with the completion of the Nesquehoning Bridge in February of 2020 combined with the purchase of the thirteen miles of track previously owned by Carbon County.

Continued on page 18.

An overhead view of the Nesq. Bridge which spans the Lehigh River and fulfilled Andy's dream of a continuous mainline.

Continued from page 17.

Since the deal with Conrail, MOW has been a part of many major moments in RBMN history. In 2003 we installed the switch at CP "Coal" and were able to lease the previously abandoned Nesquehoning and Coalport Bridges, this was vital as it allowed us to cross over to the RBMN Lehigh Line as well as Norfolk Southern's Lehigh Line that ran between our track and the Lehigh River. Shortly after, we installed an interlocking at what is now CP "Independence", which allowed our crews to traverse the Main Line without leaving RBMN trackage and property. This change allowed us to be independent and not reliant on NS, which sprung the interlocking name of "Independence". In 2006, in order to make an effective portion of double-track main, we also added in a switch dubbed CP "Mutley", and in 2014 an interlocking at "Dupont". CP "Mutley" was later renamed "Seidel" for former RBMN employee Jeff Seidel who passed away in 2011 and still carries that name to today.

Over the years, we have also poured tons of resources into the line including multiple rail trains, countless ballast trains, tie projects, and upgrading a lot of the tie plates to the bigger and heavier 18" plates. A ride on this track today feels a lot different than it did back in 1996 and that is a reflection of both Andy's leadership and work ethic of many current and former MOW employees. MOW looks forward to the future of other Lehigh Main Line milestones as this line will continue to be a heart of RBMN Operations. ♦



A vintage view of the Lehigh Mainline near MP 169.8.



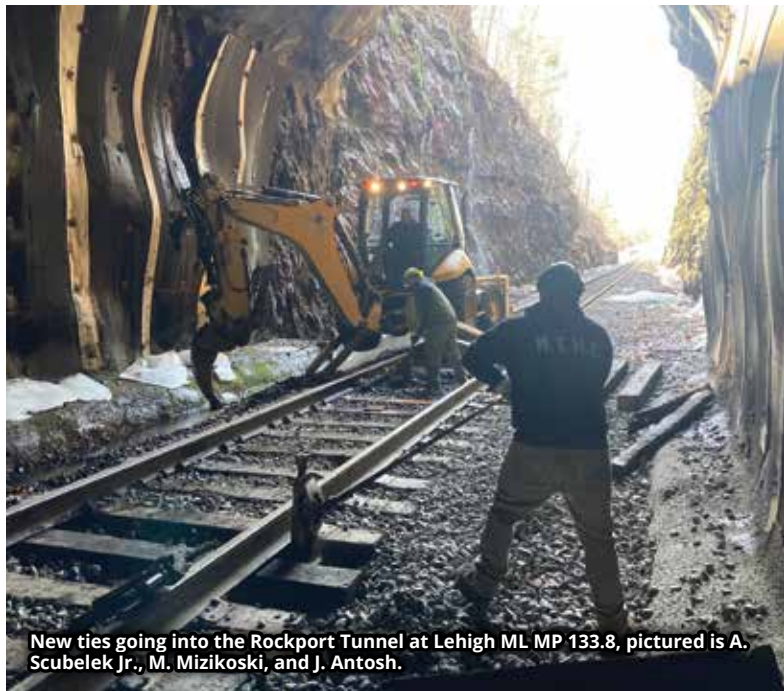
Inside of MOW's portion of the RBMN Nesq. Campus poses the HRV-1.



Another look inside the new home of MOW at the RBMN Nesq. Campus.



J. Alba, R. Rupprecht, and J. Antosh work on gaging the Lehigh Mainline in White Haven.



New ties going into the Rockport Tunnel at Lehigh ML MP 133.8, pictured is A. Scubelek Jr., M. Mizikoski, and J. Antosh.



D. Engle many moons ago dumping ballast at CP Independence.



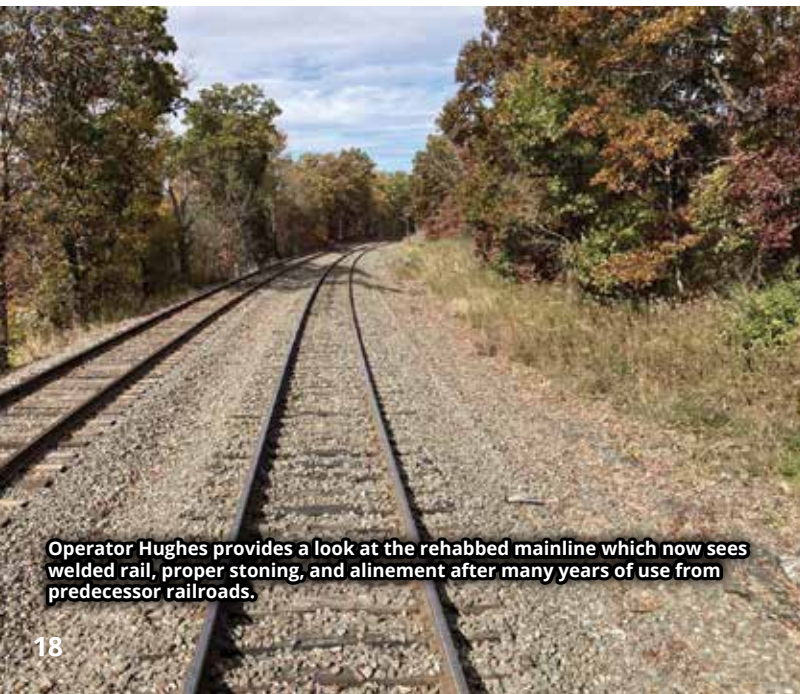
Outside view of the new MOW building at the Nesq. Campus.



A photo of a TKO recently this year installing new ties at Lehigh ML MP 124 by R. Monroe.



A view of the MOW material yard, including a weigh scale for accurate material transloading.



Operator Hughes provides a look at the rehabbed mainline which now sees welded rail, proper stoning, and alinement after many years of use from predecessor railroads.



A vintage view of MOW crews at Oak Street in Pittston.



J. Alba and R. Monroe dumping ballast at Lehigh ML MP 159 from the same cars D. Engle did years before them as pictured before.



D. Homm and R. Monroe (in the STL-1) rehab the trackage at the Jim Thorpe Station which is the origin of daily passenger trains that traverse the Lehigh Mainline.



J. Alba, R. Rupprecht, and R. Monroe gage a portion of the Lehigh Mainline near Penobscot.

A Quarter Century of Passenger Trains on The Lehigh Line

BY: MATT FISHER, PASSENGER GENERAL MANAGER

It has been 25 years since the Reading and Northern Railroad purchased the railroad from Lehigh to Pittston and points beyond. In the late 1990s, passenger excursions were quite rare. At that point, the railroad was two divisions, the Reading Division and the Lehigh Division. Most passenger excursions were focused on the Reading Division in Port Clinton, Tamaqua, Schuylkill Haven, or Minersville a few times per year. Now and again a charter photo trip would occur on the Lehigh Division with a very rare steam locomotive move from Steamtown to Port Clinton and return.

Once the first phase of the Nesquehoning Bridge Project was complete, passenger excursions became a key part of the Lehigh Division. The year was 2005 and the newly developed Lehigh Gorge trains became a downtown Jim Thorpe attraction. At first, LGSR trains only ran on weekends from Memorial Day until Christmas. The trips were very popular with the addition of more seating types, dates, and timings. The LGSR trips then, as now, take the former Lehigh Line from the Jim Thorpe area to Old Penn Haven Junction, a place about one third into the Lehigh Gorge State Park. The trip is about 7 miles in each direction.

By 2014, the LGSR introduced Bike Trains. The Bike Trains allowed passenger to ride the train from Jim Thorpe to White Haven, then bike back the 25 miles to Jim Thorpe on the parallel Delaware and Lehigh Trail (a former railroad right of way). The Bike Trains were the first time that passenger trains regularly took the Reading and Northern mainline north of Old Penn Haven through the entire Lehigh Gorge State Park to White Haven. Bike Trains still operate, usually one

weekend a month from April until November.

Also in the last eight years, charter train excursions partnered with local charities became popular. For two years a Tunkhannock to Jim Thorpe train operated with the help of the United Way. A trip from Duryea to Jim Thorpe ran for several years benefiting the Pittston Library and the YMCA. Santa trains also began serving Tunkhannock every Christmas season from 2014 until present.

Just this summer, the Rotary Club of Mountain Top worked with the Reading and Northern to sponsor a charity train ride from Mountain Top to Jim Thorpe. Portions of the ticket sales went back to the Rotary Club.

The LGSR trains are busier than ever. The year 2022 was the first year that trains operated every month of the year from Jim Thorpe into the Lehigh Gorge. LGSR trains became daily mid-April through November. Thousands will visit for the remainder of summer into autumn. The railroad has become the premier attraction of this region. All this can be traced back to purchasing the Lehigh Line 25 years ago!

The Lehigh Line from Jim Thorpe to Pittston is especially scenic. Passengers enjoy crossing the Lehigh River several times, going both up and down grade through two tunnels, and seeing small towns along the way. This is a perfect route for passenger trains from Pittston to Jim Thorpe, like those passenger excursions offered on weekends from Reading Outer Station to Jim Thorpe. There is a lot of potential for future growth. The Passenger Department hopes to have another successful 25 years on the Lehigh Line. ♦

"The Road of Anthracite" FOR IMMEDIATE RELEASE:

Reading & Northern Purchases Large Industrial Complex

Port Clinton, PA – April 21, 2022

Reading & Northern Railroad has acquired the former north campus of the Kovatch Fire truck company. The complex consists of nine buildings spread over approximately 10 acres of property in Nesquehoning Borough, Carbon County.

The Kovatch company was sold six years ago to KME, a part of the REV Group. Last Fall, KME decided to cease operations in Nesquehoning and the property was put up for sale.

The facility sits in the middle of the Reading & Northern 400-mile rail system that runs from Reading in the south to Hazleton, Scranton and Mehoopany in the North. The Kovatch location is alongside the rail line that Reading & Northern purchased in 2021 from Carbon County, a rail line that now connects the Reading & Northern's Reading and Lehigh Divisions.

The investment in the Kovatch facility is just the latest investment by Reading & Northern in this region. In 2020 Reading & Northern finished the construction of the new Nesquehoning Bridge Phase 2 at a total cost of \$14 million. After it purchased the Carbon County rail line for \$4.7 million, Reading & Northern spent over \$5 million to upgrade the track. And now Reading & Northern has acquired the

Kovatch property in Nesquehoning for \$2 million.

"We are investing in our future and the future of the communities we serve," said Andy Muller, Jr., founder, and owner/CEO of Reading & Northern. "Our company is growing by leaps and bounds. In fact, we believe we will be enjoying double digit carload and revenue growth for years to come fueled in large part by the increasing worldwide demand for Pennsylvania anthracite coal. We have always been known as "the Road of Anthracite" and this year the world has decided to purchase its coal from reliable Pennsylvania producers instead of Russia. We expect our coal business to grow substantially in 2022 and for years to come."

Among the buildings purchased by Reading & Northern are a number of buildings with heavy cranes systems capable of lifting equipment of varying weights. "We anticipate locating important parts of our freight and passenger operations in Nesquehoning, which sits in such a perfect location for our railroad and our employees. We now will have the room to grow our equipment maintenance and repair facilities as well as providing much needed storage. With over 1600 freight cars and our ever-growing passenger fleet, which now consists of 47

cars, plus over 70 motor vehicles and countless number of other equipment for our track department and other departments, we were running out of space to keep our equipment well maintained." said Muller.

As part of its agreement with KME, Reading & Northern has allowed them to lease the buildings so they could complete the building of the last fire trucks to come out of the original Kovatch location.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 75 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It has expanded its operations over the last 30+ years and now handles over 34,000 carloads of freight and 225,000 excursion train riders over 400 miles of track. Reading & Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,800 freight cars, and employs nearly 300 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation including being named Regional Railroad of the year in 2020 by Railway Age Magazine. ♦

"The Road of Anthracite" FOR IMMEDIATE RELEASE:

RBMN Receives First Frac Sand Unit Train

Port Clinton, PA – May 20, 2022

Reading & Northern took delivery of its first Unit Train of Frac Sand around 10:30 am on Sunday, 5/15/22. Norfolk Southern Railroad delivered the train to Reading & Northern's North Reading Yard where R&N crews were on hand to receive the train and immediately take it to R&N's Sand Storage facility in Pittston, PA. The train arrived at Pittston at 3:30 pm., exemplifying R&N's premium freight service.

Last year R&N identified a regional need for a transload terminal and began the process of building

a facility in Tunkhannock, PA. The Tunkhannock Transload Terminal opened earlier this year for Marcellus and Non-Marcellus transload business. Frac Sand is an anchor commodity of the terminal and R&N expects to move significant tonnage through Tunkhannock.

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 30+ years and now handles over 34,000 carloads of freight and 200,000 excursion train riders over 400 miles of track. Reading & Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,400 freight cars, and employs nearly 300 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroads in the nation including being named Regional Railroad of the year in 2020 by Railway Age Magazine. ♦

Coal & Sand Keeping Transportation Busy

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY

The first half of 2022 has been a great story of growth in anthracite coal and ramping up the Tunkhannock sand terminal. As the year began, we knew there would be significant growth in our sand business as the Tunkhannock Transload opened, but what we didn't expect was the amount of demand for export anthracite. This increase of demand for both commodities came at a time many railroads were struggling for manpower and supply chains were already strained.

Efficiently handling growth is a great opportunity to be tasked with solving. It does not make it any easier, but knowing how the success will positively impact the railroad and all of us that work here sure helps motivating the team. It has taken a true team effort that expands past just Reading and Northern. The Reading and Northern team was the first to step up to the plate.

The Road of Anthracite

The transportation crews have been instrumental in handling the huge surge in coal. It all started with getting cars pulled out of winter storage to be inspected and as needed switched out for mechanical to repair. This was not an easy task and took a lot of time and effort but was just the start. All the crews have sacrificed their time, sweat and maybe some tears on getting the cars to the load outs, indexing them, moving them to interchange and then reversing the process. Without dedicated engineers and conductors this would not be possible.

The mechanical department has been wearing out their boots along side the conductors to make it work. As the orders came in it became apparent we would need all available cars in service. This meant the pressure was on to get cars in and out of the shop for running repairs and air brake tests. Transportation and Mechanical worked to keep a steady flow of cars spotted in the shop and cars were staged for work that could be done in the field. Facilities finished the car shop extension which was immediately utilized. With an increase in outbound loads comes an equal increase in inbound cars requiring inspections. This in turn leads to additional switching to get bad orders out and cars staged back at serving yards for loading.

Finding temporary homes to stage cars can become a monumental task. This takes the planning from Coal Marketing, Fleet Management and Operations Management before the hard work by the train crews of physically handling the cars.

As team Reading and Northern was making it happen it was clear that we would not see true success without getting our partner railroads and the port marching in the same direction as us. It was determined that unit trains would not be able to accommodate the surge due to lack of manpower on NS. To mitigate these issues we met with all the stakeholders and laid out what we saw as the best plan to achieve the cycle time needed on equipment to meet the demand. After the meeting we incorporated some tweaks that were suggested by the other parties and became the leader for handling the logistics from start to finish from the suppliers, RBMN, NS, Conrail and Kinder Morgan for export business and Moldok in the west. The internal and external teamwork has made the anthracite boom a success and laid the framework for handling this level of volume consistently in the future.

Trail of Sand

In the second quarter of 2022 we got our first unit trains of sand via Reading for the recently opened sand terminal at Tunkhannock. It was exciting times as we ran the first unit train north across the system on a Sunday afternoon. In less than 8 hours of the receipt of the unit train at the Reading interchange it was available at the serving yard for our customer. It took a lot of work to get to the point of the first unit train. The sand terminal was constructed at the end of 2021 from scratch. It was no small feat. In addition to building the terminal, tracks were rehabilitated and switches restored to give the capacity to store the loads and rebuild the empty unit trains in Pittston.

The T&E team at Pittston has done an excellent job absorbing the business and making it look easy. As the volume grows new service plans are needed. Who knows better than the crews servicing the facility and switching the yard? No one! After sitting down with the crews in Pittston a plan was developed to give flexibility to provide additional service and take some of the workload off the other jobs. This new train plan is being implemented and puts Reading and Northern in position to provide the service to our customers to ensure they can compete and maintain a fluid operation. The team is excited to watch the sand flow into Tunkhannock.

None of this could be done without the hard work from all departments coming together as a team to be successful. It is amazing to see what the Reading and Northern can accomplish. ♦



Interdepartmental Train-the-Trainer course put on by the Short Line Safety Institute.

Safety Always

Hazmat Training

BY: ERIC PETERS, VP TRANSPORTATION & SAFETY

The Reading and Northern team had the pleasure of hosting the Short Line Safety Institute in Port Clinton. The Short Line Safety Institute is funded through a grant from PHMSA (Pipeline and Hazardous Materials Safety Administration) and provides Hazmat training to short line railroads at no cost to the railroads. The two instructors that taught the course were Harry Hopes and Ryan Risdon. Both have extensive experience in railroad hazmat response and training.

RBMN safely transports a variety of hazardous materials for our customers. This was an opportunity to refresh and ensure we all have the most current training available. Leaders from several departments including transportation, mechanical, locomotive and police attended the train-the-trainer training course. This ensures that each department has a comprehensive understanding. Everyone in the class contributed personal and professional knowledge to the discussions. Now each participant can help teach and train others in the company.

The class consisted of five modules with break out discussions and scenarios that were specific to Reading and Northern.

1. General Awareness
2. Function Specific
3. Safety Procedures
4. OSHA, EPA, & Spill Awareness
5. General and In-Depth Security Awareness

Everyone learned something new and had a few laughs at the same time. Thanks again to the Short Line Safety Institute and the RBMN participants. This is another example of how the Reading and Northern embraces the SAFETY ALWAYS attitude. ♦

"The Road of Anthracite"

FOR IMMEDIATE RELEASE:

Steam Locomotive 2102 Has Completed Successful Test Runs

Port Clinton, PA – April 12, 2022

The Reading & Northern Railroad is excited to announce that steam locomotive #2102 has successfully completed its first test runs following its extensive five-year rebuild. The locomotive made a homecoming on Wednesday, April 6, stopping briefly at Reading Outer Station with hundreds of people looking on. It also visited Tamaqua on April 7 & 8, plus Nesquehoning and Jim Thorpe on April 8.

Locomotive 2102 is a T-1 class steam locomotive built by the Reading Company in their own Reading, PA shops in 1945. The locomotive has been out of service since October of 1991, and has been undergoing a complete restoration over the last five years totaling a cost of over \$2.4 million. Once reassembly of the locomotive was completed, Andy Muller Jr., Owner/CEO of Reading and Northern Railroad lit

the fire on Monday, April 4, 2022. The 2102 left the Port Clinton Steam Shop at around 10:00 a.m. on Wednesday, April 6 bound for Outer Station. While in Reading, the crew took the opportunity to weigh the locomotive on the company's scale in North Reading Yard. On the return trip back to Port Clinton, Andy Muller, Jr. was at the throttle. "The engine performed amazingly, this will bring joy to a lot of people, including my family," said Muller. The steam crew continued to conduct tests and make adjustments as needed throughout the week in preparation for 2102's first Iron Horse Rambles excursion on May 28. These train trips will run from Reading Outer Station to Jim Thorpe, PA and return.

There is still some availability to ride behind the mighty T-1. Tickets can be purchased at www.rbmnr-passenger.com/rambles or by calling 610-562-2102.

Reading & Northern Railroad, with its corporate headquarters in Port Clinton, is a privately held railroad company serving over 75 customers in nine eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming). It has expanded its operations over the last 30+ years and now handles over 34,000 carloads of freight and 225,000 excursion train riders over 400 miles of track. Reading & Northern operates both freight services and steam and diesel-powered excursion passenger services, owns almost 1,800 freight cars, and employs nearly 300 dedicated employees. Reading & Northern has repeatedly been honored as one of the premier railroad in the nation including being named Regional Railroad of the year in 2020 by Railway Age Magazine. ♦

A Message to 2102 Restoration Crew from Andy

I want to send you this note on how much I appreciate your hard work, the engine worked amazingly, and I know you all love it and put your heart and soul into its restoration.

This will bring joy to a lot of people, including my family. You guys are the best, even though I can be a little impatient, I think that was understandable.

A lot of time and money went into this restoration that few people would have done. I guarantee it will be worth it - public relations wise, and financially.

You can all be so proud of what you have accomplished and succeeding, I think better than you all thought.

Great job all, and I will send this out to the whole company to let them know what great people we have who have what it takes.

Congratulations all, and I am looking forward to April 26, and all of 2022, and the future of you all, the 2102, and our company. Thank you, and continued best wishes.

Bev, please send this to the whole company and make sure everybody sees this and recognizes a job well done.

We should ALL be proud.

Andy Muller, Jr., Chairman/CEO

Summer Memories Riding the Rails

BY: MATT FISHER, PASSENGER GENERAL MANAGER



Steam locomotive 2102 is the main attraction at Jim Thorpe on May 28 as hundreds of people line up to walk through the cab of the engine. Over 850 people rode that Reading and Northern Ramble trip with thousands of people coming out to see this great event.

The closest thing to a time machine must be the Reading and Northern Rambles. When standing at Reading Outer Station on May 28, steam locomotive 2102 entered the yard and attached to the Rambles train destined for Jim Thorpe for the first time. The hooter whistle blasted and echoed through the station area that overcast morning. Immediately, I thought of the last time I saw the locomotive on a public passenger train in the early nineties. It instantly brought back fantastic memories with my family riding behind the 2102, the biggest steam locomotive currently seen on mainline train excursions in the country.

Ever since the first successful test run, followed by the Reading and Northern Rambles, I lost count of how many people shared similar childhood memories. The railroad also received hundreds of “thank you” comments: verbally, written in letters, and sent in emails. Countless magazine, newspaper, and online articles have also focused on the return of the Rambles. The thousands of hours and millions of dollars restoring the locomotive proved to be totally worth the effort.

The passenger department spent hundreds of hours preparing for the return of the Rambles. The inaugural passenger trip with 2102 couldn't have been more successful. All four Rambles sold out with over 850 people riding each train. Thousands of people came out along the route from Reading to Jim Thorpe to watch the steam train pass by. Passengers were delighted to get a packet of information that included a Reading and Northern system map, magnet depicting the 2102, a pen, and an eight-page booklet of information that went over in detail the amazing history of 2102.

Photo run-bys were completed at Jim Thorpe and the steam locomotive was open to the public to tour the cab while it waited for the return trip to Reading. The return trip was relaxing but also exciting and memorable for all onboard. The locomotive took at minimum 18 cars over each mountain grade unassisted, meaning no diesel locomotives on the train, putting on an amazing show of power.

Meanwhile on the Lehigh Gorge Scenic Railway 70-minute trains, the classic 1950s era F Units

powered the trains. Between the F Units and 2102, it was like a time machine for those who remember the original Reading Company Rambles from the late 1950s and early 1960s.

Both the Rambles train set and LGSR 70-minute train use the Lehigh River bridges just west of Jim Thorpe. It is astounding that the Lehigh Division has been under Reading and Northern ownership for 25 years, making all LGSR train trips possible from downtown Jim Thorpe into the Lehigh Gorge State Park.

The August 13 Ramble was slightly different. On that date, to celebrate Andy Muller, Jr's birthday, not to mention the birthdays of several other long-term employees, it was decided to also add steam locomotive 425 up front with 2102. This was the first time since the Blue Mountain and Reading days that both 425 and 2102 powered a passenger excursion. Again, it was like a time machine for me as I remembered the last occasion I witnessed this on a Railfan Weekend at South Hamburg.

Maybe the even bigger story of the summer is the coaches that were behind the above-mentioned excursions. The railroad needed extra coaches for the thousands of people we hosted. Tickets were sold for lounge cars 7 and 8 the “King Coal” and “Mauch Chunk Club” respectively, Dome car 6 the “Scenic View”, and Crown Coach Seating cars 452 and 453. Dining car 1167 the “Sunset Grill” was used to sell t-shirts and other merchandise along with snacks, soda, and water.

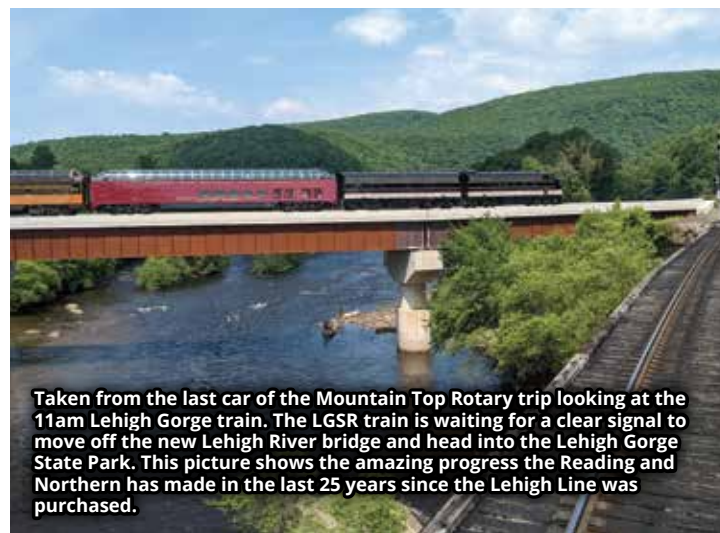
On the LGSR train, Crown Coach Seating car 451 along with Open Air car 22, “Appalachian Trail” were available to ride daily. Dining car 1166, “North by Northwest” was also seen in the private consist of coaches on busy weekends this summer.

The Restoration Department

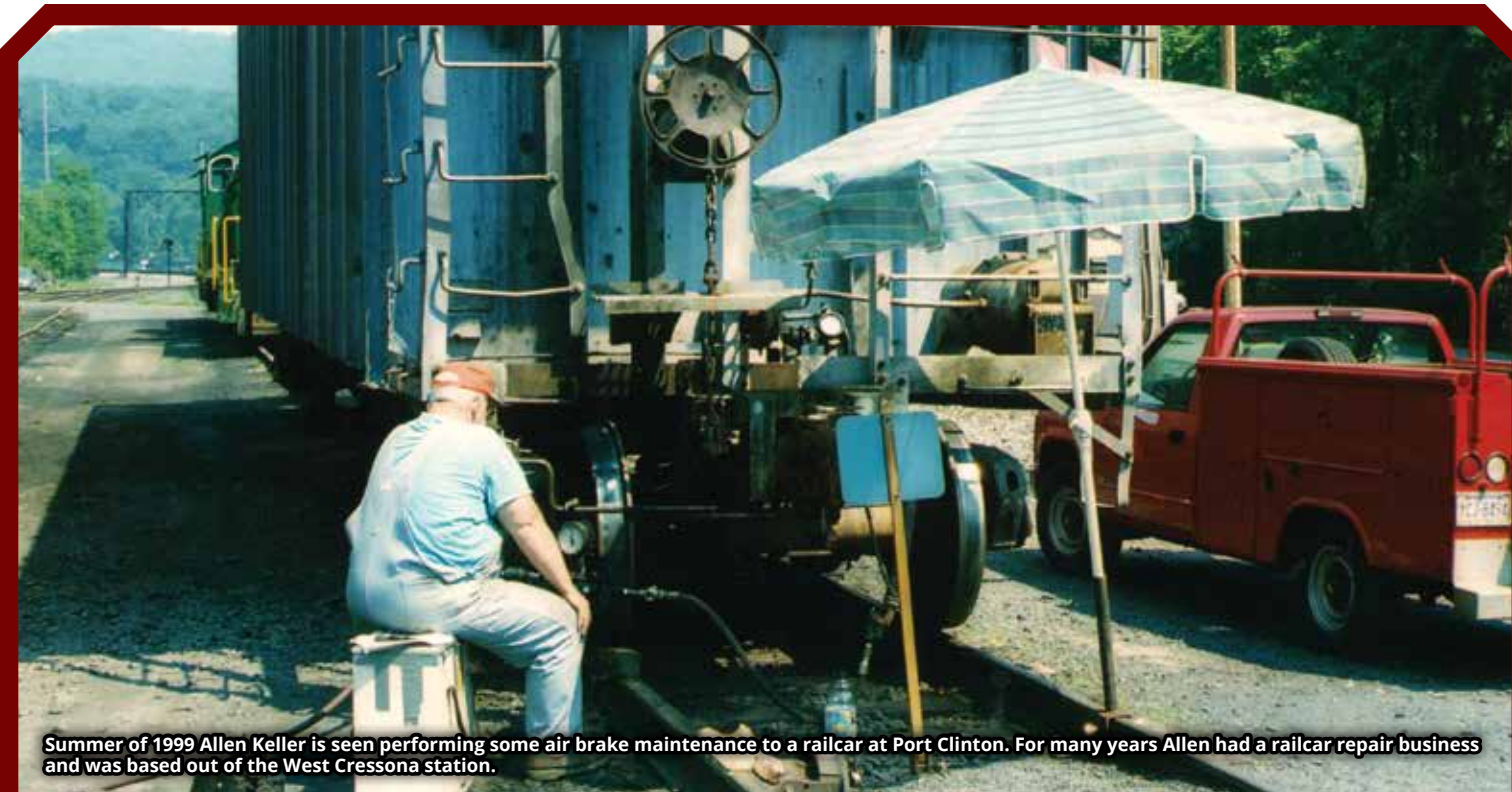
is painting and refurbishing Dome car 5 and Crown Coach Seating car 450. More information about these projects will be in the next newsmagazine. In total, eleven coaches that the railroad didn't even own last year at this time helped generate revenue this summer. The newly purchased Nesquehoning Campus looks better and better every day as more passenger equipment must be serviced, renovated, and maintained.

As the busy fall schedule quickly approaches, both the passenger and restoration departments will continue to work hard to sell tickets and provide seating accommodations that our guests enjoy. The mechanical and steam departments will work hard to make sure the railroad equipment is ready for the show. Finally, the day of each train trip, employees of the railroad will work to attain that time machine feeling that makes so many people happy to ride the Reading and Northern. Every employee at the Reading and Northern helped contribute to the success and memories of this summer on the rails.

More information about upcoming train excursions can be found on our Facebook pages and by checking www.lgsry.com and www.rbmnr-passenger.com. Most tickets can be purchased online or by calling 610-562-2102. ♦



Taken from the last car of the Mountain Top Rotary trip looking at the 11am Lehigh Gorge train. The LGSR train is waiting for a clear signal to move off the new Lehigh River bridge and head into the Lehigh Gorge State Park. This picture shows the amazing progress the Reading and Northern has made in the last 25 years since the Lehigh Line was purchased.



Summer of 1999 Allen Keller is seen performing some air brake maintenance to a railcar at Port Clinton. For many years Allen had a railcar repair business and was based out of the West Cressona station.

In Memoriam K. Allen Keller

The Reading and Northern Railroad sadly announces losing a most iconic person involved in the start up of our company. K. Allen Keller, from day one was a prominent figure around the Blue Mountain and Reading Railroad since 1983.

In our early days one could see Allen, in his striped engineer's hat and bib coveralls, sporting an unlit pipe dangling from his mouth, repairing railcars, including everything from the smallest defect to the largest derailment damaged freight cars. He just knew what to do.

Allen was a Penn State alumnus and an avid Penn State football fan, a season ticket holder for years. He also enjoyed going fishing with his wife, Gwen.

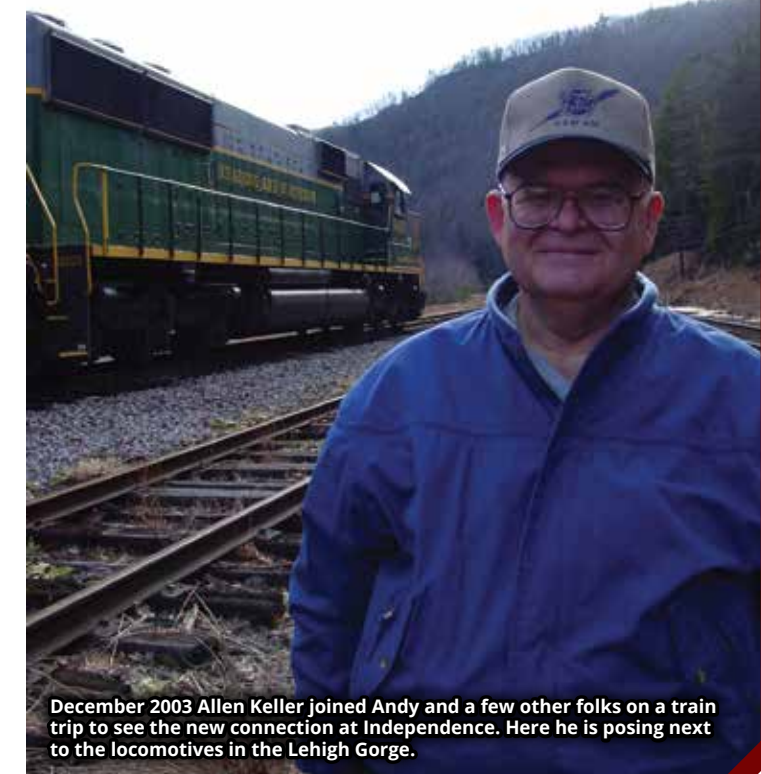
Before retirement, Allen worked for Amtrak as manager of locomotive maintenance, a position he held for 17 years. Prior to working at Amtrak, he was employed by the Pennsylvania Railroad.

Allen contributed much to the growth of this company – he found and helped with the purchase of 27 Santa Fe CF-7 diesels. He and Jeff Seidel (another BMRG and RBMN employee co-owned ex-Pennsy RR E-8, 5898 and Andy owned the other E-8, 5706. Those engines took a passenger train from BMRG to Horseshoe Curve and was one of the mainstays of the passenger power during the early days of the railroad.

Many times, over the years, Allen found rolling stock “deals” which contributed to our railroad's continued growth. His enthusiasm for railroading never waned, even into later years.

Allen enjoyed visiting the Reading & Northern with regularity bringing Shuey's pretzels from Lebanon, PA and in the summer, boxes of strawberries.

We will all miss Allen, his knowledge, his geniality, and his ever-present smile. ♦



December 2003 Allen Keller joined Andy and a few other folks on a train trip to see the new connection at Independence. Here he is posing next to the locomotives in the Lehigh Gorge.

RBMN Welcomes New Customer Stella Jones!



Pictured are Nick Suruskie - Conductor (left) and Lucas Reichard - Conductor (right).

On Saturday, July 23 the Reading & Northern welcomed its newest customer, Stella Jones. Keep watch for more on this development in our upcoming Fall Magazine issue!

HAPPY BIRTHDAY

AUG. 1.....MICHAEL BISCHAK	AUG. 27.....JIM MIZNER	OCT. 4.....SCOTT BESHORE
AUG. 1.....MATTHEW MINNICH	AUG. 30.....JAMIE SOLOMON	OCT. 5.....JEREMY GREEN
AUG. 2.....DANIEL WEBBER	SEPT. 2.....MATTHEW NESTOR	OCT. 5.....JEFFREY GERBER
AUG. 2.....COREY REHRIG	SEPT. 3.....LEANNE MOSER	OCT. 6.....JEANETTE CULLINS
AUG. 3.....MARK CAIN	SEPT. 3.....REBECCA WARD	OCT. 6.....JAMES DONLEY
AUG. 4.....SAMUEL TRIPP	SEPT. 4.....COREY HAMM	OCT. 7.....TINA MULLER-LEVAN
AUG. 5.....ALEXANDER SCUBELEK III	SEPT. 5.....KIM REED	OCT. 8.....ZACHARY BAKER
AUG. 7.....LYNN ENGLE	SEPT. 6.....NICOLE WOLF	OCT. 9.....DAWN-MARIE BUBECK
AUG. 8.....MATTHEW FISHER	SEPT. 7.....JUSTINE BERGER	OCT. 10.....PHILIP GESCHWINDT
AUG. 8.....CHRISTOPHER GARCIA	SEPT. 8.....DIANE LEIBY	OCT. 10.....NICK RICCIO
AUG. 8.....ABRAM KEMMERER	SEPT. 9.....ANGEL BRAZDZIONIS	OCT. 11.....NICHOLAS SURUSKIE
AUG. 8.....JAMES RAFFA	SEPT. 9.....BRAD HANDLING	OCT. 12.....RONDA CHIVINSKI
AUG. 8.....MICHAEL KOLBE	SEPT. 9.....SPENCER HOCKMAN	OCT. 12.....RYAN BOYER
AUG. 10.....LARRY FISHER	SEPT. 10.....NATHAN BILLET-DIAZ	OCT. 13.....JOHN BROWN
AUG. 11.....WILLIAM CLARK	SEPT. 11.....TIFFANY HOWELL	OCT. 13.....MATTHEW JOHNSON
AUG. 11.....BEVERLY HESS	SEPT. 11.....ZACHARY HUNTER	OCT. 14.....CHAD FREDERICKSON
AUG. 11.....ZACHARY FRYE	SEPT. 11.....THOMAS STEMKO	OCT. 14.....JENNIFER FREDERICKSON
AUG. 12.....WILLIAM BUCKINGHAM, JR.	SEPT. 12.....WAYNE MICHEL	OCT. 18.....JASON READING
AUG. 13.....SHANE FREDERICKSON	SEPT. 12.....MARCUS SEARS	OCT. 18.....JOSHUA CASCARELLA
AUG. 13.....ANDY MULLER	SEPT. 14.....MATTHEW LIPTAK	OCT. 19.....THERMAN MADEIRA
AUG. 13.....RAY ZWEIZIG	SEPT. 15.....DEREK REBER	OCT. 19.....KIMBERLY REED
AUG. 14.....RONALD COLLINS-WEST, II	SEPT. 16.....RUSSELLE MONROE	OCT. 20.....BENJAMIN BIBIK
AUG. 14.....DUANE ENGLE	SEPT. 16.....SETH BEDNAR	OCT. 22.....ALBERT SEILER
AUG. 14.....ERIK OSTROSKIE	SEPT. 19.....CHUCK CARL	OCT. 25.....ALVIN RINEER
AUG. 16.....SPENCER BUCKINGHAM	SEPT. 19.....EVAN KERR	OCT. 26.....KEVIN MCARDLE
AUG. 17.....RYAN TREXLER	SEPT. 19.....ERIC SLEKOVAC	OCT. 28.....TRAVIS PREVOST
AUG. 19.....CHRIS GOETZ	SEPT. 20.....MICHAEL ATON	OCT. 28.....JOHN SHUCAVAGE
AUG. 21.....JUSTIN MENGEL	SEPT. 22.....JUSTIN FETTEROLF	OCT. 30.....RAYMOND CHIPPA
AUG. 21.....CHARLES MINER	SEPT. 22.....RYAN FREDERICKSON	OCT. 30.....JOHN HARTMAN
AUG. 23.....DAVID JOHNSON	SEPT. 24.....JEFFREY JONES	OCT. 30.....BENJAMIN LEONTI
AUG. 23.....MATTHEW NESTOR, JR	SEPT. 26.....THOMAS SKRUTSKI	OCT. 30.....WILLIAM RIEGLE
AUG. 24.....CALEB FETTEROLF	SEPT. 29.....TYLER ACKER	OCT. 30.....LUKE WEIGHT
AUG. 25.....RYAN PARKS	SEPT. 30.....BRIAN VAN BLARGAN	OCT. 30.....MARY SYNNOTT
AUG. 26.....KYLE BARRELL	OCT. 3.....DARREN SPARE	OCT. 31.....TIMOTHY MATUSHONEK

RBMN Anniversaries

15 YEARS



May 14, 2007
Andrea Coller - Vice
President - Finance



July 23, 2007
Jeffrey Bavitz
Engineer - Operations



July 23, 2007
Jeffrey Knadler
Engineer - Operations

10 YEARS



May 14, 2012
David Hutton
Asst Foreman - MOW



May 26, 2012
Brian Barnes
Car Host - Passenger



June 12, 2012
Trisha Van Dyke
Muller Rare Coins -
Exec. Asst.

5 YEARS



June 18, 2012
Justin Mengel
Car Host - Passenger

3 YEARS



June 10, 2019
James Alba
Trackman - MOW



June 17, 2019
Tyler Acker
Trackman & Equip.Mech.
- Mow

1 YEAR



May 3, 2021
James Raffa
VP - Market Development



May 10, 2021
Lucas Reichard
Conductor - Operations



May 10, 2021
Jeremy Green
Mgr Bridges & Structures
- MOW



May 17, 2021
Abram Kemmerer
Trackman - MOW



May 24, 2021
Angel Brazdzionis
Patrolman - Police Dept.



June 2, 2021
Richard Butterworth
Steam Hostler/Fireman -
Mechanical



June 20, 2021
Shelley Hall
Passenger & Steam Tech.
- Mechanical



June 14, 2021
Meghan Faust
Receptionist - HR



June 14, 2021
Joseph Malson
MOW Coordinator - MOW



July 6, 2021
Blake Handling
Trackman - MOW



June 8, 2021
Brooke Zellner
Car Host/Ticket Agent -
Passenger



July 29, 2021
Tod Warner
Car Host/Ticket Agent -
Passenger

WELCOME ABOARD

New Employees!



Kristen McGowan

Kristen McGowan was recently hired as a Customer Service Manager within our Traffic Department. She attended Schuylkill Valley High School and Kutztown University. Prior to working at RBMNR, Kristen was a Dispatch and Marketing Manager at Johnson Horse Transportation for fourteen years. Kristen loves hiking with her husband and four dogs. She is also a photography buff and has ridden horses all her life.



Justin Siegel

Justin Siegel was recently hired as a Conductor within our Operations Department. Prior to working at RBMNR, he served in the United States Marine Corps. Thank you for your service, Justin!



Tara Gowrie

Tara Gowrie was recently hired as a Mascot within our Passenger Department. She attended Jim Thorpe High School. Prior to working at RBMNR, Tara was a Busser at Roadies Bar and Grill for two weeks. Tara loves being outdoors and spending quality time with her two daughters. She has been a resident of Jim Thorpe since she was thirteen years old.



Asa Frantz

Asa Frantz was recently hired as a Car Host within our Passenger Department. He attended Parkland High School and Penn State University. Prior to working at RBMNR, he was a Landscaper for Klase Landscaping for three months last summer. Asa is a volunteer at Phillipsburg Railroad Historians, Altoona Association of Model Railroaders, and Rockhill Trolley Museum.



Ty McFarland

Ty McFarland was recently hired as a Carman within our Mechanical Department. He attended Carbon County Vo-Tech High School and WTTI. Prior to working at RBMNR, he worked at Big Boulder Ski Area as a Ski Lift Mechanic for one year and worked at Norfolk Southern for three years. Ty says, "I actually don't like to pick things up and put them down."



Corey Rehrig

Corey Rehrig was recently hired as a Paint and Restoration Technician within our Paint Department. He attended Jim Thorpe High School and CCTI. Prior to working at RBMNR, he worked at KME as a Body Man/ Painter for six years. Corey enjoys lifting weights and DIY home projects.



Matthew Liptak

Matthew Liptak was recently hired as an IT Assistant within our Information Technology Department. He attended Blue Mountain High School, West Chester University, and Penn State University. Prior to working at RBMNR, Matthew was a Physical Therapist Assistant in Outpatient Orthopedics for eight years.



Bruce Kellman

Bruce Kellman was recently hired as a Signal Maintainer within our Signals and Communications Department. He attended Minersville Area High School and Schuylkill Career and Technology Center. Prior to working at RBMNR, Bruce was a Construction Laborer with SDL Construction for one year. Bruce has two daughters and one son.



Andrew Zehner

Andrew Zehner was recently hired as a Conductor within our Operations Department. He attended Hazleton Area High School and Luzerne County Community College. Prior to working at RBMNR, he worked at Traffic Engineering Services as a Highway Supervisor for two years. Andrew owns stock in the Green Bay Packers. He mentions it is the only NFL team that allows the public to buy shares. Andrew is a lifelong Packers fan.



Kimberly Reed

Kimberly Reed was recently hired as an Accounts Payable/Receivable Assistant within our Finance Department. She attended Blue Mountain High School. Prior to working at RBMNR, she worked at TRUIST Financial as a Branch Leader for twenty years. Kimberly and her daughter enjoy authentic Polynesian dancing from Hawaii.



Melinee Wilson

Melinee Wilson was recently hired as a Mechanical Logistics and Coordinator within our Mechanical Department. She attended Tulpehocken Area Jr./Sr. High School and DeSales University. Prior to working at RBMNR, Melinee was an Install Coordinator and Customer Service Representative at Countryside Fuel and LP Gas for one year. She has done theater for the past thirteen years and was on WFMZ 69 News while participating in Pines Dinner Theater's production of Pump Boys and Dinettes.



Hudson Henry

Hudson Henry was recently hired as a Conductor within our Operations Department. He attended Carlisle High School. Prior to working at RBMNR, he was a Custodian at Second Presbyterian Church for two years. Hudson says he has been a musician and music lover since elementary school and plays tuba, trombone, baritone, and cello.



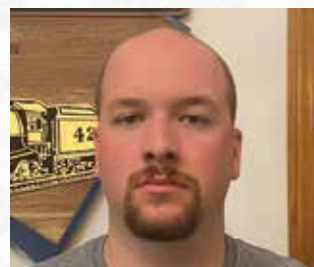
Brock Regnier

Brock Regnier was recently hired as a Car Host within our Passenger Department. He attended Pottsville High School. Prior to working at RBMNR, Brock was employed by D. G. Yuengling and Son. Brock says he'll be attending Indiana University of PA to study Supply Chain Management in the fall.



Jake Stockmal

Jake Stockmal was recently hired as a Conductor within our Passenger Department. He attended Springfield High School. Prior to working at RBMNR, Jake was a Turf Technician at White Marsh Valley Country Club for four years.



Gavin Seip

Gavin Seip was recently hired as a Conductor within our Operations Department. He attended Tamaqua Area High School and Pennsylvania College of Technology. Prior to working at RBMNR, Gavin was a Diesel Mechanic at The H & K Group for 1.5 years.



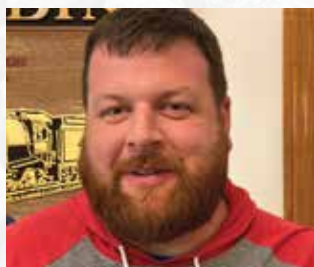
Hugh Dugan

Hugh Dugan was recently hired as a Car Host within our Passenger Department. He attended Jim Thorpe High School. Prior to working at RBMNR, Hugh was an MCPO (E-9) in the Coast Guard for 22 years and a Window Clerk for the U. S. Post Office for 20 years. Hugh is retired and we are grateful for his dedicated service to our country!



Alexander Lapone

Alexander Lapone was recently hired as an Engineer/ Conductor within our Operations Department. He attended Gloucester County Institute of Technology. Prior to working at RBMNR, Alexander was employed by Canadian National as an Engineer for four years.



Timothy Williams

Timothy Williams was recently hired as a Conductor within our Operations Department. He attended Millville Senior High School and Rutgers University. Prior to working at RBMNR, Timothy was a Locomotive Engineer at Delmarva Central Railroad for three years.

Congratulations!

ON YOUR NEW ARRIVAL



Congratulations go out to Tony Weachock, Engineer-Operations Department, and his wife, Christina, on the birth of their first child. Alexander John was born on May 2, 2022, which is also his dad's birthday, at 7:34 p.m. He weighed 8 lbs., 6 ozs., and was 19 1/2" long. Welcome to the Reading and Northern family, Alexander!

Congratulations go out to Jarred Strohl, Paint and Restoration Technician, and his wife, EmmaRose Marie, on the birth of their first child. Harlow Rose was born on July 7, 2022, at St. Joseph's Hospital. She weighed 5.2 pounds and was 18 1/2" long. We would like to welcome Harlow to the Reading and Northern family!

We would like to congratulate Meghan Faust, Receptionist, and her husband, Brian, on the birth of their second child. Harlynn Grace was born on June 26th at 5:00 p.m.. She weighed 7 lbs. 4 ozs. and was 19 3/4" long. As you can see, Big Brother Landon is in love with his baby sister. Welcome to the RBMN family, Harlynn!

EMPLOYEE SPOTLIGHT

BY: SABINE FIDLER, HUMAN RESOURCES ASSISTANT

Congratulations Daniel!



Daniel was born in a small town in the western Finger Lakes region of New York. He has three sisters and two brothers. Growing up they shared their home with 56 foster children over the course of ten years. Living on a small farm Daniel could milk the cows, mow, rake, and bale hay; feed the pigs, cows, chickens and ride his horse bareback.

Daniel left all that to attend and graduate from Grove City College in western PA with a double major in Business Administration and Spanish. He threw in six months in the University of Valencia in Spain for good measure. Some years later he earned an MBA from Drexel University.

Following graduation Daniel moved to and lived/worked in New York City for a few years; then moved to Philadelphia. For the better part of his career Daniel worked as Director of Finance and Administration for several local non-profits. He was still in such a position when he came to work as a part-time Car Host with the railroad.

Daniel just completed his ninth year with the railroad working most recently as Ticket Agent and Conductor for the LGSR. When not with the railroad, Daniel also works as a licensed PA Realtor. He lives with his partner, Louis, of 38 years. They have been blessed to be owned by four dogs, one of which is still with them, Alfonso Joseph Peebody, affectionately known as Alfie. Daniel enjoys gardening when time permits and is now teaching himself to play piano. His philosophy has been and continues to be "more than yesterday, less than tomorrow".

Matthew Fisher and Marie Knadler-Cunningham, General Manager and Assistant General Manager of the Passenger Department respectively, say, "We have chosen part time employee Daniel Rawleigh. At 70 years young, Daniel has a great personality, is loyal to the company, and very hardworking. He works as a Conductor at the LGSRY frequently and is also a Ticket Agent." Daniel is super excited about this well-deserved honor!

As spotlight employee, Daniel will receive a \$100 gift card to one of his favorite restaurants, Moya on Race Street in Jim Thorpe.

♥ Rescued, Adopted, Loved ♥



Angus George Getzey

Evan Getzey, Reservation Specialist and Online Store Coordinator, would like to introduce Angus George Getzey. Evan recently adopted Angus, a miniature Schnoodle who is getting along just fine with his roommate, Annie, a 6-year-old Scottish Terrier.



Bastet, Tiny Tim, and Martha

Bastet, Tiny Tim, and Martha were recently adopted by Ginny Pizza, Passenger Car Host and Ticket Agent. The three kittens came from Forgotten Felines of Germansville, PA, and Foxy's Cradle of Coplay, PA. Bastet will be joining his new siblings sometime in August.

Reading & Northern's Family Recipes

Spaghetti Salad*

When Beverly Hess, Director of Employee Relations, was searching for a different take on the typical lettuce-type salad, she came across this unique recipe in Taste of Home, a popular cooking magazine. "The amount and variety of veggies was a drawing point for me. It's not heavy and even after three days in the fridge, it still tastes fresh and light," says Bev.

Ingredients

- 1 package (16 ounces) thin spaghetti, broken in half (or 16 ounces small shells)
- 3 medium tomatoes, diced, or one container of grape tomatoes, halved
- 3 small zucchinis, diced
- 1 large cucumber, seeded and diced
- 1 medium yellow bell pepper, diced
- 1 medium red bell pepper, diced
- 1 red onion, peeled and diced
- 1 can black olives, drained and halved
- 1 bottle (8 ounces) Italian salad dressing
- 2 tablespoons grated Parmesan cheese
- 1 1/2 teaspoons sesame seeds
- 1 1/2 teaspoons poppy seeds
- 1/2 teaspoon paprika
- 1/4 teaspoon celery seed
- 1/8 teaspoon garlic powder

Directions

- 1.) Cook pasta according to package directions; drain and rinse in cold water. Place in a large bowl; add tomatoes, zucchini, cucumber, onion, black olives, and peppers.
- 2.) Combine remaining ingredients in a small bowl; pour over salad and toss to coat. Cover and refrigerate for at least 2 hours.

We would like to encourage everyone to send us their favorite family recipes to mfaust@readingnorthern.com.

*Note: This makes alot of salad so either have a party, or, as Emeril says, make some friends!



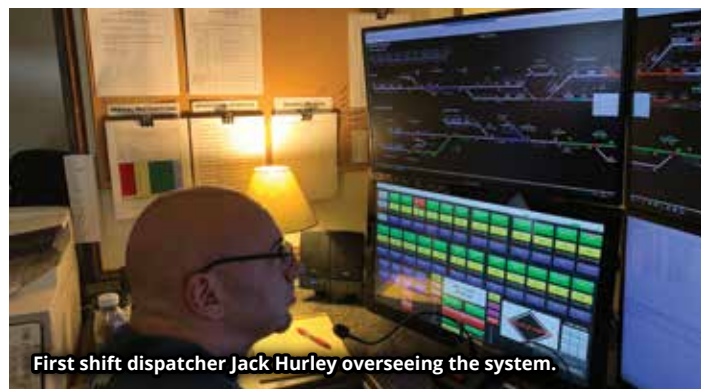
Kyle Sanders conducting the first unit sand train over at River.



Billy Riegle and Carter Jones just finishing up loading at New Saint Nick.



Andy Davis getting it done.



First shift dispatcher Jack Hurley overseeing the system.



Jim Cook leading a job briefing with Steven Schorr at Mahanoy City.



Curt Cibello working at Humboldt.



Caleb Fetterolf conducting the first unit sand train over at River.



Tom Skruski and Aaron Aigeldinger working at Pittston.



Night and day job swapping out at Reading Yard. Left to right: Caleb Fetterolf, Nick Suruskie, Mike Geohegan, John Shucavage.



Engineer Trainee Erik Ostroskie seen in the cab of the 2003 on train PISB-28.



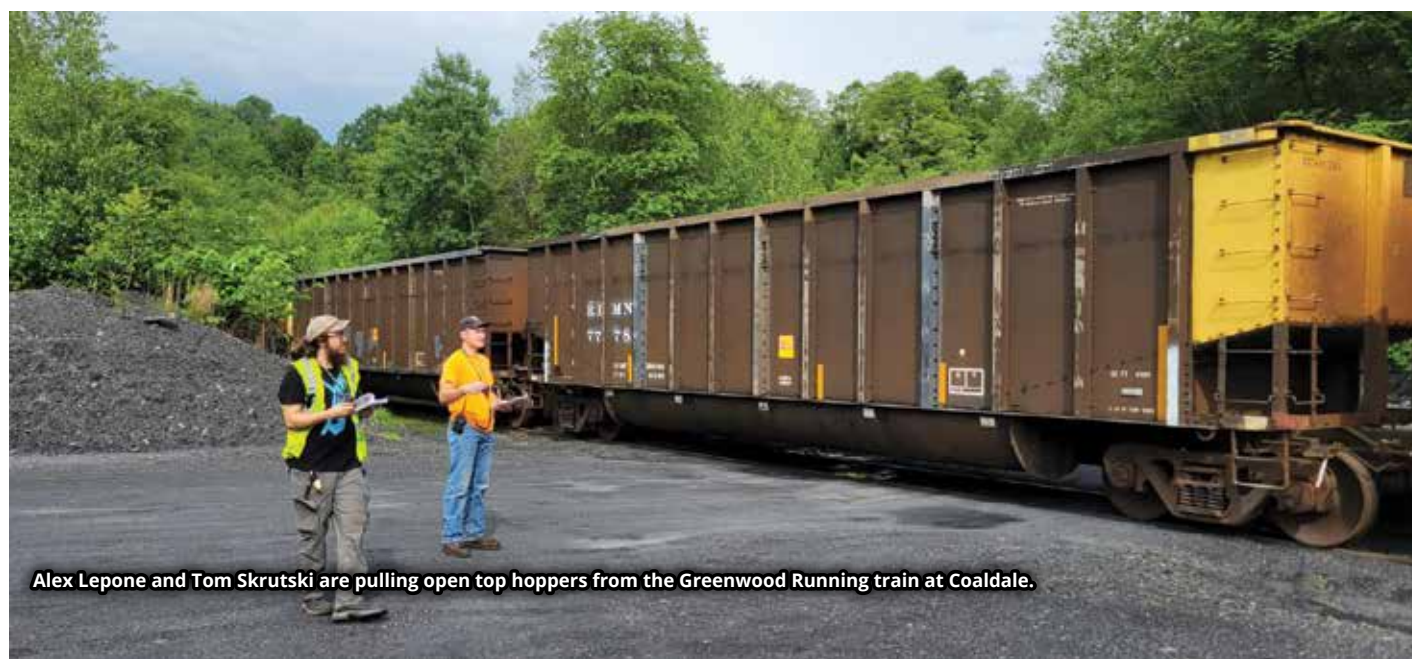
Conductor Trainee's Steven Shorr, Andrew Zehner, Issac Feenstra and Justin Seigel pose with Engineer John Hartman at Port Clinton on train YJPN-13. Conductor Trainee classes will often go out in the yard at Port Clinton with their instructor and work with the yard job to get more hand on training.



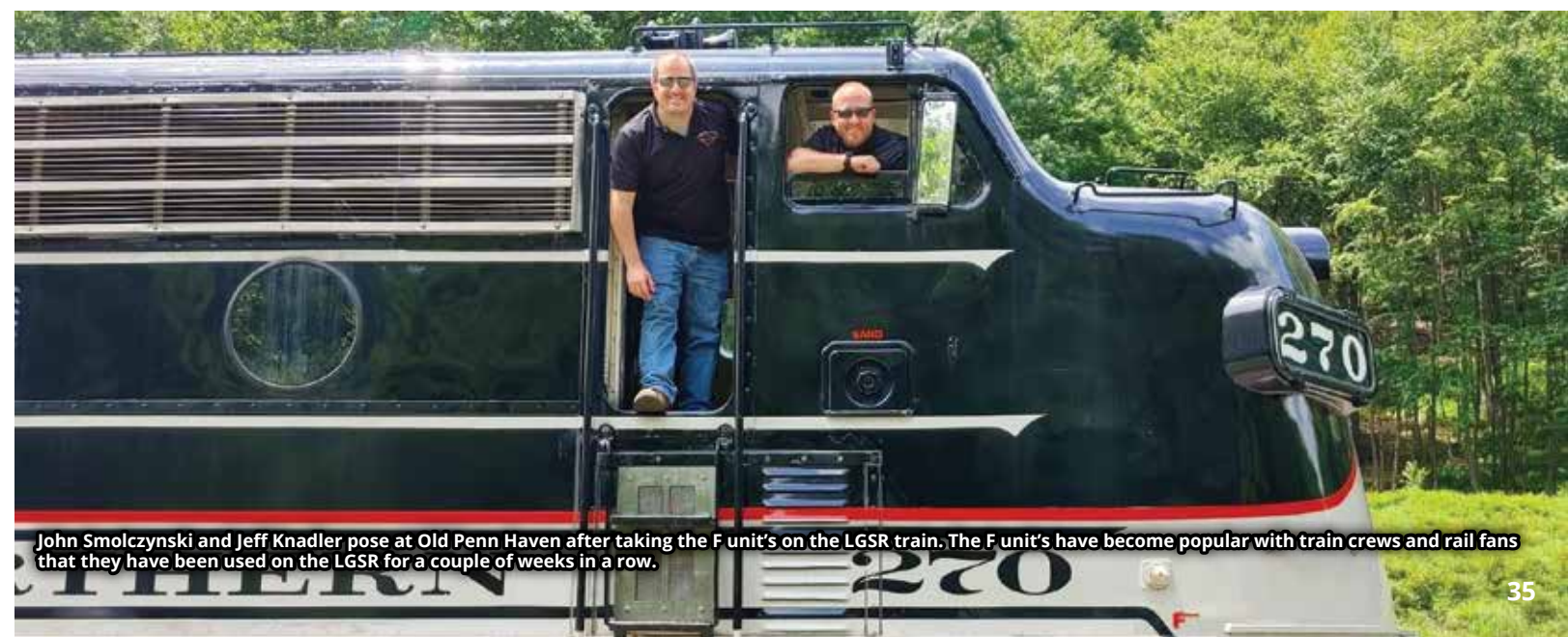
Travis Prevost operating a switch at Taylor.



Yard Job and Fast Freight finishing the train. Left to Right: John Shucavage, Aaron Aigeldinger, Tom Skrutski, Tom Moraski.



Alex Lepone and Tom Skrutski are pulling open top hoppers from the Greenwood Running train at Coaldale.



John Smolczynski and Jeff Knadler pose at Old Penn Haven after taking the F unit's on the LGSR train. The F unit's have become popular with train crews and rail fans that they have been used on the LGSR for a couple of weeks in a row.



Ryan Bausher, Ed Pfeiffer, Ryan Frederickson and Carter Jones are seen before departing Jim Thorpe on the second run of the Reading & Northern Rambles Trip using the newly restored T-1, 2012.



MOW Quality Control Inspector Rebecca Engle having a job briefing with DSLE Jim Cook at Port Clinton. The two having just brought the LORAM rail grinding down from Jim Thorpe and are about to make a run up the Pottsville Branch.



Dominic Deeble operating a switch at Minooka on the Scranton Branch.

Red Creek Wildlife *A Cast of Falcons*

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

As little as thirty-five years ago, there were no peregrine falcons nesting in Pennsylvania. Because of the use of DDT as a pesticide, raptor populations had declined worldwide, and the peregrine falcon was listed as an Endangered Species by the U.S. Fish and Wildlife Service in 1973. Halting the use of DDT, along with conservation and reintroduction efforts, resulted in the return of this beautiful and dramatic raptor. The peregrine falcon was federally delisted in 1999. It remained listed as a threatened species in Pennsylvania until this past fall, when numbers were deemed strong enough to support the health of the peregrine population.

Red Creek has been involved in the recovery of the peregrine falcon through the rehabilitation of individual birds, as well as assisting the Pennsylvania Game Commission when problems arose at nesting sites. In the past twelve years, Red Creek admitted thirty-five peregrines, twenty of which we returned to the wild.

As part of Pennsylvania's recovery effort, the Pennsylvania Game Commission banded nestling peregrines located in accessible nests such as on tall building rooftops and balconies. Each chick was color-marked so individuals could be identified from a distance. Their dynamic flight and beauty often attracted much public attention, and because individual birds could be identified, they often received names from the public.

Since many peregrine nests are located on city buildings and bridges, nesting season is often intense as the fledgling birds learn to fly and hunt in hazardous urban areas. Each year, fledglings from the nests located in Reading and Harrisburg were frequent patients at Red Creek.

The presence of live-feed cameras at the Rachel Carson Building in Harrisburg has allowed many people to witness nature as it truly is in the nests. As we all know, nature can be beautiful, and people celebrate each egg's appearance and chick's hatching. Yet, nature can be cruel, and the cameras show that side of falcon life as well.

A group of falcons has many names, including a "bazaar," "eyrie," "ringing," and a "tower" of falcons. But my favorite is a "Cast of Peregrines," giving an accurate caricature of these intelligent and dramatic birds. This year's nesting season in Harrisburg was indeed a "cast of characters" with drama and plot twists that would rival any daytime soap opera.

The nest on the Rachel Carson Building is the most prolific nesting site in Pennsylvania, with eighty-four falcons hatched at that location since the year 2000. This spring, five eggs hatched, with four surviving to fledging age.

The drama started when the chick marked "Red" was diagnosed with a parasite during the annual banding event. The Game Commission transferred the bird to Red Creek, where we confirmed that the bird had trichomoniasis, a single-celled flagellated parasite that invades the oral cavity. Untreated, the parasite produces plaque that fills the esophagus and trachea, starving the bird or cutting off its oxygen. Red was treated medically and returned to the nest a week later.

Fledgling accidents are common as the birds first take flight over busy city streets. Often the young birds are grounded but unharmed, rescued by volunteers, and returned to the building's rooftop to try again. Unfortunately,

the bird banded "Blue" did not survive his first flight attempt. "Yellow" was grounded on her first flight and returned to the nest area. Red's first flight attempt resulted in a head injury that necessitated her return to Red Creek for medical treatment.

While Red was still resting at Red Creek, we received a call that the breeding female, named "Niecey" was believed injured on the top of a nearby roof. The bird had been seen on a black roof in ninety-degree sun for over twenty-four hours.

Bonnie Bohnenblust and I were in Harrisburg a few hours later putting together a rescue plan. The rooftop was severely pitched and inaccessible but offered short landing points if the bird should decide to jump or fall. The bird seemed determined to stay put with no intention of coming down. We called a drone operator in the hopes that a carefully flown drone would encourage the bird to leave the rooftop. The operator agreed and began the hour-and-a-half drive to Harrisburg, ready to help.

An hour later, Niecey attempted to fly across the street through traffic. Volunteers who watched the nest during fledging season jumped into action and stopped traffic, allowing me to net the falcon safely. Niecey was on her way to Red Creek, leaving the adult male peregrine to care for the remaining fledglings alone.

Niecey was diagnosed with a dislocated shoulder that would take months to heal and ultimately could render her flightless. The male peregrine stepped up to his duties and began hunting, feeding, and teaching the fledglings. The next day, Red was returned to the nest site.

Two days later, the plot changed entirely with the arrival of a new adult female who claimed the premium real estate as her own. She banished the fledglings and wooed the adult male.

To our human emotions, this seemed an unfair and tragic event, but in the natural world, survival of any species is determined by the younger generation continuing the tradition of garnering the best breeding sites. And this was a young, healthy female whose band identified her as a female that had fledged from the 2017 nest in Reading.

Many had hoped that the fledglings had learned enough to survive on their own. Green and Yellow had become quite proficient and flying. Red, however, was behind the other two in development. A week later she returned to the nest, possibly in a desperate attempt to be cared for. She was rescued and returned to Red Creek a third time. Unfortunately, this time she wasn't so lucky and didn't survive her injuries and depleted condition.

As I write this, Niecey is recovering. Her bandaging was removed two days ago. Another week of cage rest and physical therapy will be followed by slowly allowing her to exercise her wings. Whether or not she will fly again is yet to be seen. If she can fly, she will have to fly at 100% efficiency to survive. Anything less, and she will have a permanent home at Red Creek as a foster mother for other peregrine falcons, a job we know she can perform very well. ♦



Niecey.



Red.

Wellness Corner

BY: MEGHAN FAUST, RECEPTIONIST

#NoExcuses

As many of you are aware, there are so many ways to hold yourself accountable for the steps you take every day. At first, we used a pedometer, those small square boxes we clipped on our waistband to count our steps. Thanks to technology, the pedometer has been upgraded and the fitness tracker industry blew up within the last decade and a half with no signs of slowing down. With inventions like Fitbit, Garmin, and the Apple Watch, it's never been easier to keep an eye on our health. Not only has technology taken over fitness trackers, but there are now gadgets that allow you to monitor your sleep, posture, blood pressure, and hydration, as well as devices to reduce muscle and joint pain or help you breathe easier.

One of the most all-inclusive fitness and sleep trackers on the market is the Whoop 4.0. This device is similar to Fitbit and the Apple Watch in that it is a wearable band that tracks activity and sleep. However, the Whoop is designed for more detailed information and feedback. It uses in-depth sleep performance monitoring to track your current sleep and how much sleep you need with the in-app sleep coach feature. The Whoop 4.0 measures your disturbances throughout the night, respiratory rate, efficiency, sleep debt, and recent strain to determine how well you're sleeping and how much you need to fully recover. Not only does it track your sleep, but it also monitors your readiness and recovery for your next workout and tracks how strenuous your day or training is to better understand the exertion you put on your body.

If you're looking for a piece of clothing to monitor your heart rate, speed, cadence, breathing rate, and other workout data, Hexoskin has great options for you. The shirts show your data in real-time and come in men's, women's, and junior's sizes. The shirts themselves feel similar to bathing suit material and are designed to be worn very close to the skin so the near-invisible sensors can have as much contact with the skin as possible. These shirts can double as an all-day tracking device and can also be worn to bed to measure your sleep.

We've all heard the old saying, "drink eight glasses of water a day to stay hydrated." While that is an achievable goal, it's not always easy to remember to get your daily intake. The U.S. National Academies of Sciences, Engineering, and Medicine recommend that men get about 15.5 cups of fluids each day, and women get about 11.5 cups. If you have a hard time remembering to drink the correct amount of water, try the HidrateSpark water bottle. There are two different models; Tap and Pro. They are both BPA free and the stainless-steel version keeps drinks cold for 24 hours. They also work with a water tracking app, allow for custom hydration goals, and have glow reminders to make sure you're drinking frequently. The Pro version, however, has a rechargeable battery and automatic sensing technology, is Bluetooth connected, and the glow pattern and frequency can be customized.

QardioArm is a blood pressure monitor that links to an app on your phone while providing your results in an easy-to-read format. The monitor and app allow you to track and record irregular heartbeats, share information with your doctor in one click, and chart your readings to view how your health is changing over time. You can also set reminders to take your blood pressure on a schedule and view photo slideshows while your blood pressure is being taken to make it a more enjoyable experience.

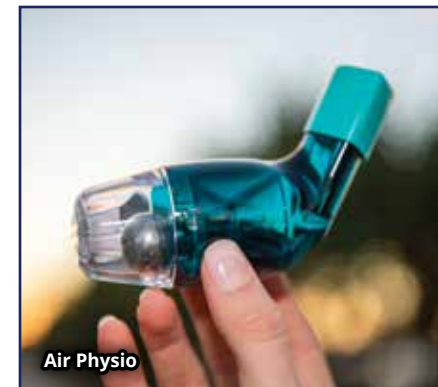
Taking ibuprofen or acetaminophen on a regular basis for joint or muscle pain is damaging to the body. Instead, Kailo has created a pain patch using capacitors that react to the electrical charges in your body, boosting the body's natural signals and helping the brain communicate with disrupted areas. The patch can be worn almost anywhere on the body, all day every day, and for several years if cared for properly. Kailo patch does not require a battery and is completely submersible, so you can wear it while working out, swimming, or bathing.

If you or someone you know has a hard time breathing due to respiratory conditions such as asthma, COPD, or cystic fibrosis, the AirPhysio, short for Airway Physiotherapy, is an international multi-award-winning device that helps clear

mucus from your airways and expands your lungs. This small tool uses your own breath and a stainless-steel ball to create vibration in your lungs and airways. The vibration loosens the mucus in your airways so you can expel it and clear your lungs, resulting in better breathing and improved lung capacity over time. The device claims to also work for smokers, the elderly, and anyone suffering from chronic or acute bronchitis, emphysema, chest colds, and the flu. They have several different designs for children, athletes, people with average lung capacity, and people with low lung capacity.

When we are children, we are innately programmed to sit with our backs straight and our shoulders back. It isn't until we grow up that we start to slouch and our posture slacks. Sitting at a desk or driving a car or truck all day doesn't help either. Incorrect posture can cause back pain, rounded shoulders, and joint degeneration. Enter the Upright posture trainer. This small device can be worn as a necklace or stuck to your back for a more inconspicuous look. It sits on the top and middle of your back and it gives a gentle vibration when it notices you have stayed bent over for too long. Users have said that it worked so much that they started to correct their posture even when they weren't wearing the trainer anymore.

The health and wellness world has been drastically changing for several years with more focus on getting us into healthier habits. Having easy access to these tech gadgets can help us focus on our physical and emotional well-being while not interrupting our daily routine. This kind of technology can make tracking your health and staying accountable much easier and a lot more fun.



Air Physio



Hexoskin



Hidrate Spark



Kailo



Qardio Arm



Whoop 4.0



Upright Pose

For more information, visit:

<https://www.whoop.com>
<https://www.hexoskin.com>
<https://www.hidratespark.com>
<https://www.qardio.com>

<https://gokailo.com>
<https://www.airphysio.com>
<https://www.uprightpose.com>

**Reading Blue Mountain &
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It's December 2003 in the Lehigh Gorge. Allen Keller and Andy Muller pose for a picture near the new Independence connection. The temporary station of "Muller" was used while we transitioned the location to an interlocking.