

**Reading Blue Mountain &
Northern Railroad Company**

PO Box 218

Port Clinton PA 19549

Tools of the Trade



The Inspection Pit.

As with all trades, there are the tools of the trade. For our mechanics, these four save time, increase safety & simplify work to be done.

For the Engine House, the inspection pit is fantastic to have for a short line. This makes the required 92 Day Inspections a much easier job. All requirements can basically be done at one location.

For the Car Shop, it would be having 2 single car air brake testers. This allows no down time when a tester needs recertification.

And for both shops - the telehandler which complements the forklift in many applications. It also can be used outside because of its design. This creates many uses around the shops. Plus it reaches over 30 feet and dead lifts 13,000 lbs when retracted.

Last but not least, all the new hydraulic jacks the shops have. Big ones can lift an end of an engine or freight car. Small ones are used for spring work or any number of tight spot jobs.



An Air Brake Tester.



A Small Hydraulic Jack.



The Telehandler.

R&N MAGAZINE

Spring 2013 • Volume 15, Issue 2

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

Serving our customers, and the environment.



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State officials end tour of Pennsylvania businesses in Hazleton.

Photo on Left: Kevin O'Donnell; standing president of CAN DO, reviews the itinerary of the program with Lt. Gov.; Jim Cawly, from left; Wayne Michel; president of the Reading & Northern Railroad and State Community & Economic Development Secretary C. Alan Walker during a luncheon at Genetti Best Western Inn & Suites in Hazle Township.

Photo used courtesy of Standard Speaker Hazleton.

KEEPING ON TRACK

By Wayne A. Michel, President

This issue of our News Magazine is dedicated to the mechanical forces at the Reading & Northern. These are the men who keep our locomotives moving and our coal cars rolling.

I have a special appreciation for people with mechanical skills. That appreciation flows from the fact that I was not blessed with those skills. Don't get me wrong, I can change a lightbulb... as long as someone remembers to turn the stepladder. I know the difference between a flat blade screwdriver and a Phillips head one and even an Allen Key. And I can change the oil in my car...if I had to. But when you get to anything more complicated than that I call for help.

At the Reading & Northern help comes from the men in our Locomotive Shop, Car Shop and the staff that takes care of our significant fleet of cars, trucks and hirail equipment.

Over at our Locomotive Shop Dusty Berndt supervises seven men and they toil endlessly to keep our locomotives in use. (Our locomotive roster is on p. 14-15). This means handling the normal maintenance, fueling, FRA inspections, wheel changes and often times major overhauls. A special word should go to the men who oversee the tender loving care of our steam engines, especially the 425. Thanks to the work of this group we are never short of power and we are always able to handle our customer's needs.

During the last two years we have written about the amazing job done by our Car Shop as we have focused attention on our coal business. During that period of time we have substantially overhauled our coal fleet. We have scrapped and/or taken out of service hundreds of our older steel cars and replaced much of that fleet with aluminum cars. We now have 187 aluminum rotary dump cars and 248 aluminum rapid discharge cars.

We also made a big investment in covered hopper cars for our dried coal business 4 years ago.

Despite all of these changes our Car Shop team has done a terrific job of keeping up with the new technologies and materials. Between our scrapping program, our new purchases and the constant attention given to our existing fleet, the Car Shop manages to keep almost all of our cars in service. When a car is flagged as having an issue it is immediately inspected, pulled out of service and repaired.

An unsung hero in our Mechanical Department is Ernie Henritz. Ernie takes care of our vehicle fleet. A railroad our size needs lots of vehicles. We need cars to ferry crews and run errands. Our growing Police force needs cruisers. Our Signal and MOW departments need lots of trucks to get around the railroad as do our real estate inspectors. And many of our trucks get a lot of hard mileage. It's not easy driving around the dirt roads and rough terrain that encompasses much of our 320 mile railroad. Ernie keeps all of these vehicles in good working order and he helps us find replacement vehicles at good prices.

All of these departments report to our VP - Facility Management, Steve Balthaser. Before coming to work at the railroad full-time, Steve (known to all of us affectionately as Chut) worked as a general contractor building homes and other buildings. Chut brings those abilities and a lifetime of working in the area to the railroad. When we built our extension at Port Clinton, Chut knew all of the right contractors to come in and build the offices in record time. And when we recently needed to prepare sites for our new aluminum transload business, Chut handled dealing with the contractors to clear the trees and brush, grade the land, deliver and



compact the stone so that we could make sure the truckers could get in and drop off or pick up their loads with ease. He and his team do a great job maintaining all of our buildings. In addition to our Port Clinton headquarters complex we have a beautiful facility at our Penobscot Yard and plans to replace our existing crew offices at our Pittston Yard with another beautiful replica of an old railroad building thanks to Chut and his team of contractors & employees, we all have a nice place to go to work.

As I reflect on the work done by all of these men I realize that they play a critical role in keeping our company working. I think it is true that you don't recognize the value of a good mechanic until something breaks down. Thanks to the men in RBMN's Mechanical Department our engines operate, our freight cars roll, our vehicles get where they need to go and our entire railroad remains on track.

Cover Photo: Employees of the Mechanical Departments: Top left to right then top of stairs to bottom.

Joe Zimmerman, Chris Seligman, Bill Gible, Jim Sommers, Kevin McShaw, Dan Puksar, Dave Evelyn, Albert Seiler, Tom Day, Ryan Baucher, Adam Stump, Bill Frederikson, Dustin Berndt.

Editors: Beverly Hess • Frances Karycki • Wayne Michel

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The Mechanical Shop

By Steve Balthaser, V.P. Facility Management



Jim Somers replacing a bolt inside of an aluminum coal car.

Mechanical at the Reading & Northern Railroad consists of five different groups working to keep our fleet of passenger cars, locomotives, trucks and cars, rolling stock and the steam locomotive running. The key is not only to keep it running but in their best condition. Andrew Muller, Jr. has always preached to me to strive for excellence and that we shall do. The personnel in these shops are both dedicated and professional in doing their assignments. It is with great pleasure that I am able to head up this group of people who so define the values that accomplish so many tasks and projects. They are an example of the many fantastic employees of the Reading and Northern.

The jobs of these shops can be described as expected and unexpected. The expected are all the inspections and required work done on equipment to comply with regulations, laws or certification. These requirements are done in all the shops to meet safety standards for both the equipment and the operators. They can easily be scheduled because they are regulated in a given time frame. Each shop gives priority to this because it involves equipment in its performance, stress situations and affords some flexibility. Proper management of these tasks takes the stress out of the unexpected. It's not that the unexpected are not expected, it is that you don't control the timing of them.

Unexpected assignments show what a team is made of and how well they perform under pressure. I have watched each shop show great poise in very unfavorable situations. The likes of these have been derailments, accidents, blown motors, new influx of cars because of a good business opportunity and many others. These challenges showed the stability of each group and what they did accomplish as a unit. Each shop has had their moment and I could say, "Job well done".



Dustin Berndt working on an alternator on RBMN 426.

Behind the Engines

By Steve Balthaser, V.P. Facility Management

The engine house is the largest shop of the mechanical department. The men of the shop are responsible for the 23 locomotives on the Reading and Northern roster. They are led by AVP Dustin Berndt, who has been with the company for 13 years in various capacities in the engine house. On any given day his organizational skill can be seen by the progress made on engines in for service or major overhauls.

The engine house building has room to handle six engines at one time, where work is meted out according to repair needed. Workload is classified in two general categories – short term and long term repairs. A short term repair would be routine maintenance, 92-day inspection or any repair not lasting longer than a week. Most work falls into this category. Long term repairs would be changing out an engine, alternator, traction motor or wheels. Some of these types can last several months. Therefore the shop is divided to accommodate the two types.

When the engine house was built a great deal of thought was done to maximize efficiency. A huge advantage for our shop is having a three level inspection pit on which inspections and short term repairs can be



Dan Puksar working on a 92-day inspection.

performed on shop track #1. On one single engine, mechanics have access to cab level, truck level and under carriage work needing to be done. This is where you will find mechanics, Dan Puksar and Adam Stump working to keep the engine running safe and sound. Behind the inspection pit is the long term repair area. It was placed there because of an exterior door to a rear storage area where an engine would wait to be next. Here assistant mechanic Dave Evely would be seen prepping an engine for a mechanic or putting the finishing touches on one recently completed.

On shop tracks #2 and #3, there is a transfer table where an entire truck can be removed and worked on. Wheels and traction motors are done there also, along with body work, welding and other short term repairs.

Here is where you would possibly see Joe Zimmerman, the shop electrician, or Kevin McShaw another mechanic doing repairs to an engine. Bill Gibble could also be welding on an engine or at the work bench between the tracks. At the rear of track #2 is where the RBMN 425 is being rebuilt for the 2013 season.

Yes, the engine house is a busy place and a lot goes on every day. But because of great leadership and personnel, the place is like watching a symphony. Complex made simple, busy but composed and performed with a satisfaction for both employees and company alike.



Joe Zimmerman doing electronic work on a locomotive.



Shane Frederickson tightening the bolts from inside the firebox of the 425.



Ryan cleaning bolts on the 425.

RBMN Engine 425

By Steve Balthaser, V.P. Facility Management

Today, not many people can say that their job is working on a steam locomotive, but we have several people who can. With the renewed commitment from Andy Muller to have steam, everything is in full throttle and on track for steam this passenger season. Rehabilitation to the RBMN 425 has been going on for one and a half years and the light at the end of the tunnel is growing. The last outsourced component, a new pony truck, is expected back in early summer when it will be installed immediately. Then the engine will be leveled up, water tested and back to service it goes for a fun filled season.

Many are waiting for that day and no one more than the men who work on it. Led by Bill Frederickson and his assistant, Ryan Bausher, the work has progressed flawlessly. This was no small task. New pony truck, new tires and roller bearing on the trailing truck, air compressor rebuilt, new

piston rings, stay bolts, springs, oil lines, air lines, and the list is endless. With their combined 35 years of experience and the help from Strasburg Railroad, McAdoo Machine Shop, Joseph Kadelak Machine Shop and others (including Bill's sons, Shane and Chad) along with Bill Gibble, it's coming to the time to "Start That Engine."

But here I am going on as though everyone knows what I'm talking about. The RBMN 425 is a 1928 Baldwin built 4-6-2 light Pacific class steam locomotive. The engine has been owned by Andy Muller, Jr. since the 1980's and many in the past have enjoyed a train ride being pulled by this engine. Now, thanks to Andy's commitment, many more will have the same pleasure many years to come. Now that you're up to speed, we look forward to seeing you aboard a train being pulled by our steam engine.

Electric Car Rebate Offered to Reading & Northern Employees

It is quite appropriate that in an issue dedicated to all things mechanical at the Reading & Northern that we announce another program proving our dedication to growing greener.

Everyone who follows the railroad industry knows how much cleaner we are than the truck alternative.

And everyone who follows the Reading & Northern and its founder, owner & CEO Andy Muller, Jr., knows how dedicated we are to the environment. For years the company has sponsored environmental organizations and has encouraged our employees to join groups such as the Hawk Mountain Sanctuary.

Andy has expanded his interest with an increased use of solar panels at his home and now RBMN is pursuing solar to handle some of our signals.

Our latest initiative is a program to encourage our employees to purchase electric cars. Andy has already purchased his electric car and he regularly drives it to the railroad and charges it there.

To assist employees if they are interested in improving the environment by switching to these energy-efficient electric cars, the company is offering a \$5,000 rebate to any employee who purchases a new electric car in 2013. And we are sweetening the pot by offering the employee the opportunity to charge his or her car for free at the railroad for the first year of ownership.

This is yet another example of the Mullers and RBMN putting its principles ahead of pure profit. Electric cars are good for the worldwide environment and we are all dedicated to making this world a better place for our children and grandchildren.

Under the Hood

By Steve Balthaser, V.P. Facility Management



Ernie Henritzky at the shop.

With a fleet of over 30 vehicles a day on the road, this shop affects the workings of every other Reading and Northern Department. Whether it is a MOW work truck, police cruiser, taxi/office car, or a service truck; the personnel have come to expect and trust the quality of service given to every vehicle. This standard would not be possible without the diligence of one man who does his job with professional pride.

Under the skilled care of Ernie Henritzky, the fleet rests in good hands. A licensed mechanic, with over 25 years of experience, there is never a problem that cannot be resolved. His mechanical knowledge, early diagnosis of problems and managing of repairs off site are extremely valuable. Down time is kept to a minimum, and scheduling becomes easier for supervisors with trucks or cars being serviced. This all equates to happier employees, better efficiency, and less stress on everyone.

By mentioning repairs off site, I did not want you to think this is the norm. Our vehicle shop does most repairs in house. Anything from inspections, all mechanical, and minor body work are done in the shop at Port Clinton. We have even designed work beds for MOW trucks. The only things outsourced are, glass, major body work and tires; all specialty services. As stated before, this adds to the overall health of our company by giving people the ability to schedule their vehicle's maintenance more conveniently.

Undoubtedly, the Reading and Northern would be a vastly different company if there was no vehicle shop. Many times, a quick response is necessary for a disabled vehicle; thankfully, this can be done because of having a vehicle shop. Whether routine maintenance, inspections or the unexpected break down, all employees can be assured of a sincere, professional response to their needs from our vehicle shop.

Keeping Up with the Cars

By Steve Balthaser, V.P. Facility Management

By sheer numbers, the responsibilities of the car shop could be overwhelming. According to February 2013 data, the Reading and Northern Railroad has over 1,000 pieces of rolling stock registered in its freight fleet. That being said, the car shop has six employees tending to them. At this point, it sounds impractical, but there is the rest of the story.

There was a time this would have been a monumental task; however, with the upgrading of cars that has occurred over the last several years the benefits have been phenomenal. As early as two years ago the main task in the shop was welding on tired three pocket open top hopper cars. Today the main job is more mechanical than ever. Air tests and improvements to car's performance are in the daily schedule. Where bad wheels hampered us back then, the newer cars have very few wheel or suspension problems.

So a reasonable question would be – Where did the welders go? Well, these men were never hired to be just welders and today

they prove why. Their skills shine with these new cars, as they did when the shop converted several coaches into open air cars for passengers. Now, as never before, their trade abilities are used on a regular basis to not only maintain, but also improve the cars they work on.

Bill Gibble handles all fabricating and specialty welding affecting any mechanical department shop. These men could almost flawlessly exchange duties and not miss a beat. This affords great flexibility in assigning anything needing to be done with the car shop.

As stated before, the car shop rebuilt some new passenger cars, they maintain all the passenger cars at all times. This is in addition to the original 1,000 car figure. The shop is responsible for the entire car except for the electrical. Great strides have been made in the last several years in upgrading the cars' conditions. Windows repaired, suspension springs changed, trap doors repaired and roofs painted are but a few items that have been done in recent years.

Finally, adding to the number of cars under the shop's care are the thousands of foreign cars that come to our tracks for our customers. These all become the shop's responsibility, if they need repairs in order to be interchanged, while on our tracks. Truly the numbers could seem staggering, but with the right staff, right equipment and attention to a car's physical details during an inspection, the car shop is up to the task.



Christopher Seligman brake testing one of the coal cars.

The shop is under the leadership of Tom Stemko, an employee of almost twenty years with the R & N. His background of all aspects of railroading brings an important knowledge when scheduling and tasks are assigned. His staff includes Albert Seiler, Chris Seligman, Jim Somers and Tom Day working in the shop.

Updating the Fleet

By Steve Balthaser, V.P. Facility Management

Because of the diversity of the equipment that makes up the passenger fleet of cars, all shops have a part to play. Each brings a specific role in building and maintaining the passenger equipment. With the assistance of Gerry Feissner, from the passenger department, the operating seasons run smoothly, and we're then ready for the off season.

Major projects always take place during the off season and can consist of truck work, rehabbing a car, or as coming up, a generator for the dome car and a new souvenir car for Jim Thorpe. After last year's project of new springs and bolster work on all red coaches (RBMN 301-309); we are in the process of installing a generator in the dome car, putting new springs in the power car's trucks, and building a new souvenir car from a former baggage car. Also planning is taking place to repair an RDC for future service to our riding customers. As stated before, this takes everyone's input and skills to achieve our goals.

The car shop has the brunt of the work for passenger equipment. Their seasonal responsibility entails air brake qualification, body structure, suspension and fabrication as needed on all cars. A few past off season projects have been constructing two open air cars from two passenger cars and installing a 365 KW generator in a former baggage car. With the availability of a long lead time these projects prove to be both fun and rewarding to the car shop.

The vehicle shop's responsibility for passenger is with the generators and mechanics on the various private cars. This also has both seasonal maintenance assignments along with off season projects needing their expertise. Scheduling is especially important because of the ever increasing of the fleet as the company grows.

Last but not least, is the locomotive shop and its role with the passenger department. Engines that are designated for passenger use like the RBMN 426, mechanics who ride with the excursion trains and timely scheduling of locomotive inspections are their important part for a successful season. As can be seen from the mechanical side, it takes a big coordinated effort to run a safe and comfortable ride for the public's enjoyment.



Shifting engine 2004 at Port Clinton.
Joe Zimmerman - Adam Stump - Kevin McShaw - Daniel Puksar



Tom Stemko welding a patch on an aluminum coal car.

Best Supporting Department

By Mike Sharadin, A.V.P. Coal

If the Reading & Northern had an award for the "Best Supporting Department", there's no doubt who I'd cast my vote for, the car shop. This hard working group of men plays an integral role in just about everything we do in the coal department. Whether it's inspecting an inbound unit train or retro-fitting cars to increase the flexibility of our fleet of over 1,000 rail cars, I know these guys will get the job done so we can continue to serve our customer's needs.

The car shop's primary goal is to ensure all our cars are suitable for loading, and that they're safe to ship to destinations across the United States and Canada. Each morning car shop personnel inspect every inbound hopper car we received from Norfolk Southern the previous night. Any car that has a defect or is nearing a required test is noted and set aside for repairs. They do an excellent job staying on top of this because we rarely have a customer reject a car or have one shopped abroad. On the rare occasion there is an emergency issue, the guys will make sure the car is repaired in a timely fashion.

When the guys aren't busy maintaining the fleet, they're sometimes needed to retro-fit or modify cars so they can be used at new destinations. Actually, most times they're asked to design the modifications, too since they know the cars better than anyone else. Back in the fall of 2011, Rio Tinto had to switch ports from Baltimore, MD to Fairless Hills, PA. Along with the change of ports came a change of unloading systems. Consol used a rotary dump unloading system at Baltimore and Kinder Morgan had a conveyor system at Fairless. Since rotary dump cars couldn't be used at Fairless, more bottom dump cars would be needed. Unfortunately, many of our bottom-dump cars didn't work at Kinder Morgan because of how their doors opened. So, the car shop came up with a solution and modified over 100 cars so they could be used in Rio Tinto service. The modifications were done in time for the switch to Fairless Hills and shipments for our largest coal receiver never missed a beat.

Another task the car shop has is to inspect every new car that's purchased with a fine tooth comb. Last winter Mr. Muller purchased 248 aluminum rapid-discharge cars to use for export business going to Fairless Hills. These cars were bought to use in conjunction with Kinder Morgan's new Ashross unloading system. The guys had to look over all 248 cars to make sure the door systems were operational and the cars were ready for service. Within a few months all the cars were thoroughly checked and ready to use once the Ashross system was ready. Keep in mind, this was all done while keeping up with the rest of their work.

I'm extremely proud to work with these guys on a daily basis. They have the skill, knowledge and dedication to get any job done. So a big thanks to Steve Balthaser, Tom Stemko, Jim Somers, Chris Seligman, Bill Gibble and Tom Day. It makes my job easier knowing I have such a professional group working with me to ensure the coal business keeps flowing.



A fisher in the back of a pick-up.

A Fisher Tale

By Peggy Hentz, Red Creek Wildlife Center, Inc.

When I teach wildlife capture classes to rehabilitators, I constantly stress the need to plan carefully when rescuing an animal. Even with the best of planning, a wildlife rescuer needs to remain vigilant, expect the unexpected, and to never underestimate an animal's abilities -- even when compromised. That lesson was driven home to me and Red Creek's staff on a cold snowy day this winter when we set out to rescue a fisher trapped inside a barn outside of Pine Grove.

Immediately following the call for help, Greg and I planned the rescue trip including the equipment needed and which vehicle to take. Because of the snowy roads we opted to take Greg's pickup. We loaded the nets, snare pole, carrier and gloves in the capped truck bed.

Fishers are still uncommon in Pennsylvania, though their numbers are growing, and this was the first opportunity we had to work with this species. Averaging about 13 pounds, these weasel-like animals are reputed to be quite powerful and ferocious. We chose a medium sized but strong airline carrier that had been modified to transport adult raccoons who can weigh up to 35 pounds.

The fisher was in a dire predicament. It had taken refuge inside the barn after being caught in a leg-hold trap which consisted of a 2 foot chain with 2 coyote-sized steel traps, one on each end. The long chain had become wound around a ladder, entangling the animal further. The fisher had collapsed into a recycling bin next to the ladder -- one trap firmly attached to the toes of its front paw. The broken tie-down wires on the trap-set bore witness to the frantic struggle this animal endured before pulling the trap free, dragging it along before finding shelter in the barn.

The animal looked up at Greg and me in fear. We stepped away and discussed the steps we would take to safely extract him. Our plan was simple: I would secure the animal with the snare pole as Greg carefully released the trap from his foot.

The fisher was quite calm throughout the procedure and allowed the trap to be removed from its paw. It struggled a bit as it was placed in the carrier but nothing like I expected with the fisher's reputation. I notice he had broken a canine tooth but saw no further injuries that would explain his subdued state. We placed the carrier and our equipment in the back of the pickup and locked the cap.

The return trip to Red Creek was a slow 25 miles of snow-covered country roads. Early in the trip we noticed a change in the fisher's behavior. Having shaken off the initial stress of being entrapped and handled, the fisher was now trying to escape. I watched through the back window as Greg drove and began to worry that the container wouldn't hold the now determined animal. As we approached the only traffic light in our trip, I began to dial Red Creek and instruct them to prepare the bear cage we have in storage. Looking in the mirror, Greg suddenly announced "he's out," and our simple capture plan had to be reassessed.

The fisher, now free in the bed of the truck, ran about looking for an escape route. We parked and watched him run and jump from window to window, easily maneuvering himself through the equipment. He jumped on top of the toolbox effortlessly and surveyed his situation.

Attempting to re-contain the animal was our first thought. We discussed whether to attempt this where we were currently, or at Red Creek. The only problem was if the fisher escaped our efforts, it would be accidentally set free far from its natural environment. To complicate matters, the equipment we needed to recapture the fisher was in the back of the truck with him. Later inspection of the carrier revealed a broken seam that had given way under the animal's strength.

While discussing our choices we noticed how easily the fisher moved about. He appeared quite healthy and agile and was putting full weight on the paw that had recently been removed from the trap. We felt his chances were excellent if we just released him, and we wouldn't risk him escaping far from his home. We headed back to the recovery site in search of a release site.

About a mile past the barn we found state game lands with tall pines and mature forests, perfect habitat for fishers. A rural parking area on top of the mountain provided a serene backdrop for freshly fallen snow.

The fisher continued to run about the truck as we opened the cap and lowered the tailgate. We expected him to bolt past us in a scurry to freedom, but he stood back and waited for us to move away. As if posing to record the moment, he stood for a single, perfect picture showing his one broken tooth and the capture net which we wouldn't need to use. He sprang from the tailgate, and leaped and bounded toward the tall pines leaving behind only footprints in the snow and two seasoned -- and now very humbled -- wildlife rehabilitators.

Passenger

By Laura Kennedy, Passenger Director



The LGSR train parked at the station in Jim Thorpe waiting to depart for the next trip into the gorge.

2013 is the ninth season of the Lehigh Gorge Scenic Railway & the twenty-eighth year of running Reading & Northern passenger excursions.

The Lehigh Gorge Scenic Railway will start its season Memorial Day Weekend on May 25 and run at 11:00 AM, 1:00 PM, and 3:00 PM on weekends and holidays until December 22. As we did last year, from Fourth of July Weekend through Labor Day, we will be running our trains on Thursdays, Fridays, Saturdays, and Sundays at 11:00 AM, 1:00 PM, 3:00 PM, and 4:30 PM. The Lehigh Gorge Scenic Railway will also be featuring the ever-popular Pennsylvania Dutch Treat Train on June 15 and September 7. During the month of October, the LGSR will be running seven trips a day on Fridays, Saturdays, and Sundays. In October, we will also run two trains to the Hometown High Bridge from the Jim Thorpe Train Station on Saturdays and Sundays.

We are currently working with the Lackawanna & Wyoming Valley National Railroad Historical Society Chapter to run a photo freight excursion for September. This ride will depart Duryea, go to Scranton, and run up to the Vosburg Tunnel. A few photo run-bys are scheduled during this rare-mileage trip.

A few changes are expected for this year at the Lehigh Gorge Scenic Railway. We are working on updating and renovating the gift shop. We are currently renovating the old BM&R concession car to serve as our new gift shop. This shop will have a more open layout, better lighting, it will be more accessible, and we will be installing a new sales system. We are very excited to be taking the gift shop to the next level. The Lehigh Gorge Scenic Railway is also pleased to announce that we are expecting steam locomotive #425 to be back up and operational for the second half of the passenger season, and we are looking forward to running it on a couple of our Autumn Leaf Excursions in October.

As always, the Lehigh Gorge Scenic Railway will be running our annual Autumn Leaf Excursions from Port Clinton to Jim Thorpe and return in October to coincide with the Jim Thorpe Fall Foliage Festival. Diesel trips will be running on October 5 and 20, and steam trips will be running on October 12 and 13. The Passenger Department is also planning on, once again, running mini trips for Schuylkill Haven Borough Day on the last Saturday in September.

Our train is available for rental for corporate and organization outings. For more information, please call Laura at 570-325-8485 or e-mail info@lgsry.com. For tickets or information about any of the above mentioned trips, call the Passenger Department at 570-325-8485, Monday through Friday, between the hours of 9:00 AM and 5:00 PM. Information about the company and our scheduled trips can be found on our website at www.LGSRY.com

RBMN's Picnic at Knoebels Reminder

By Beverly Hess, Director of Employee Relations

As I'm writing this, the weather man has predicted a snow storm that may bring one to three inches of snow between now and tomorrow morning. At this point, we're all getting tired of the cold, windy weather we've experienced this winter -- so mark your calendar for some hot summer fun.

Saturday, July 20, 2013

Saturday, July 20, 2013 is the date of our annual picnic at Knoebel's Amusement Resort in Elysburg, PA. If you've never attended one of our picnics, you just might want to sign up and go this year. We can't guarantee the weather, but our odds of it not raining are pretty good. There is always good food and great rides for everyone to enjoy.

So save this date and look for an announcement sometime in May giving all the details of what you need to do to attend. Hope to see you all there.

Engine House & Mechanical Shop



First Row: Dave Evely, Bill Frederickson, Shane Frederickson.
 Second Row: Dusty Berndt, Ryan Bausher, Joe Zimmerman, Ernie Henritzky.
 Third Row: Adam Stump, Dan Pucsar, Kevin McShaw.

Bringing Everyone Together

- A Look at Steve Balthaser -

By Frances Karycki, A.V.P. Real Estate



Steven Balthaser, V.P. Facility Management

If all of the engines are running, the rolling stock is maintained, the vehicles are all in service, and the buildings are maintained you have Steven Balthaser to thank. Steven Balthaser is VP Facility Management of the Reading and Northern Railroad.

Steven Balthaser began his professional career as a residential construction contractor and was an independent contractor for 33 years. A few of his many construction projects were for the Muller Family introducing him to the Reading Blue Mountain and Northern Railroad. In 2008, Steven began working as a full time employee of the railroad maintaining all of the railroad facilities.

In 2009, Steven added the Car shop to the facilities giving him two departments to manage. This addition made Steven responsible for all maintenance of the freight and passenger cars for Reading Blue Mountain and Northern Railroad. The additions do not end here, Steve just kept adding more departments to his portfolio. In 2010, he picked up the mechanical department and in 2011, obtained the engine house.

Steve is from the Hamburg area, growing up and graduating from Hamburg High school. After high school, he studied at Kutztown University focusing in advanced Real Estate and Construction.

In his personal life; reading history, going to church activities, and traveling are things you will find Steven busy doing with his family. Steve has been married to his loving wife Carol for 28 years and they have three children; Amy, Benjamin, and Rachel. Steven's favorite place he has ever traveled to was the Inland Waterways in Alaska, he states that it is "fantastic and unbelievable."

Steve experienced many positive attributes of working at the railroad but the one thing about his position he values the most is "The most interesting thing has been the change from very independently managing projects from a general contractors position to working in a system of equals has been a learning experience, a very good experience. When working as a team it allows you to focus on your strengths and be open about your weaknesses. As the department head my responsibility is to give them the tools and the lead-time to work more productively, efficiently, and safer."



"I was introduced to Raymond Schwenk as my first employee. Without him taking care of the day-to-day situations, along with Ken Palubinski, I wouldn't be able to do what I do as far as manage all the departments at once."

- Steve Balthaser

Car Shop



Left to Right: Jim Somers, Tom Stemko, Albert Seiler, Christopher Seligman, Tom Day.

RBMN Locomotive Roster as of 3-12-13

Number	Make	Model	Build Date	Locomotives Past History
425	Baldwin	4-6-2 Pacific	Jan. 1928	Ex-BM&R 425, Valley Forge Scenic 425, Louisiana Eastern 2,4; GM&O 580; nee GM&N 425.
426	EMD	SD-50M	Dec. 1984	ex RBMN 5033; ex UP 5033; nee MP 5033
800	EMD	SW8	June 1952	ex CR 8698; EL 369; nee DL&W 509
801	EMD	SW8	Dec. 1952	ex CR 8690; nee LV 276
802	EMD	SW8-M	Dec. 1950	ex CR 8667; nee LV 253
803	EMD	SW8-M	Sept. 1951	ex CR 8684; nee LV 270
1546*	EMD	SW1500	Feb. 1970	ex CR 9606; Indianapolis Union Rwy. 28; nee EMD demo 112
1548	EMD	SW1500	Aug. 1969	ex CR 9618; nee RDG co. 2768
2000	EMD	SD-38	Apr. 1970	ex CR 6941; nee PC 6941
2003	EMD	SD-38	July 1971	ex GTW 6253; nee DT&I 253
2004	EMD	SD-38	July 1971	ex GTW 6254; nee DT&I 254
2102	RDG Co.	4-8-4 Northern	Oct. 1945	ex BM&R 2102; Rails Diversified of OH Inc. 2102; Steam Tours Inc 2102; nee RDG Co. 2102
3050	EMD	SD-40-2	Mar. 1979	ex UP B3550; nee UP 3550
3051	EMD	SD-40-2	Sept. 1979	ex UP 3820; nee MKT 611
3052	EMD	SD-40-2	Apr. 1980	ex UP 3972; nee MP 6072
3053	EMD	SD-40-2	Apr. 1980	ex UP B4321; UP 4321; nee MP 3321
3054	EMD	SD-40-2	Sept. 1974	ex CNW 6867
3055	EMD	SD-40-2	Oct. 1979	ex UP 3621
3056	EMD	SD-40-2	Apr. 1978	ex UP 3440
3057	EMD	SD-40-2	Jan. 1975	ex UP 3066; nee CNW 6901
3058*	EMD	SD-40-2	Mar. 1978	ex UP 3426
5014	EMD	SD-50	Nov. 1984	ex UP 5014; nee MP 5014
5017	EMD	SD-50	Nov. 1984	ex UP 5017; nee MP 5017
5022	EMD	SD-50	Nov. 1984	ex UP 5022; nee MP 5022
5029*	EMD	SD-50	Dec. 1984	ex UP 5029; nee MP 5029
5049	EMD	SD-50M	Dec. 1984	ex UP 5049; nee MP 5049
9166	BUDD	RDC-3	Feb. 1958	ex BM&R 9166; Septa 9166; RDG Co. 9166; nee B&M 6305
9168	BUDD	RDC-1	Apr. 1951	ex BM&R 9168; PennDot 9168; MdDot 99; Jones Prop 99; PC 99; nee NYC M499

*No picture available.



3055



3056



3057



5014



5017



5022



5033



5049



9166



9168



425



802



2003



3051



426



803



2004



3052



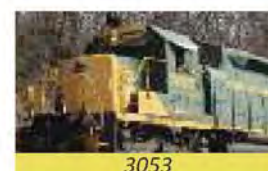
800



1548



2102



3053



801



2000



3050



3054

RBMN Car Fleet Roster as of 3-12-13



7400 Series

Car Type	Number Series	Quantity	Service Type
Steel Tub Rotary Dump	(7000 - 7113)	114	Export Coal
Steel 3-Pocket Bottom Dump	(7200-7499)	155	Domestic Coal
Steel 4-Pocket Bottom Dump	(7500-7599)	98	Domestic Coal
Aluminum Tub Rotary Dump	(7600-7786)	187	Export Coal
Aluminum Rapid-Discharge	(7800 - 8047)	248	Export Coal
Steel Covered Hopper	(9500 - 9999)	111	Domestic Coal
Steel Flat-Bottom Rotary Dump	(41001 - 42099)	42	Domestic Coal
Low-sided Gondolas	(3500-3814)	26	WRC/MOW
Steel 2-Pocket Ballast Car	(101 - 117)	17	MOW
Steel Flat Car	(520 - 530)	11	MOW

Total: 1,009 Cars



7000 Series



7500 Series



Steel-Flat Bottomed Rotary Dump Car



Aluminum Rotary Car



Ballast Car



Covered Hopper Car



Gondola Car



Rapid Discharge Car



Flat Car

RETIREE Spotlight ALAN KELLER

By Tyler Glass, V.P. Operations



Al Keller (left) shown with John Walaitis on a recent visit to the railroad.

K. Alan "Al" Keller retired from RBMN in July 2005, ending a career in railroading that spanned five decades. He got his start with the Pennsylvania Railroad and then ended up working as a manager with Amtrak. During his tenure at Amtrak he became involved with Andrew Muller, Jr. and was involved in the forming of the Blue Mountain and Reading in 1983. Al was always instrumental in many of our early locomotive acquisitions and has always been providing advice to Andrew Muller Jr in the acquisition of railcars.

In the early 90's Al became a more common site on the RBMN as he became the initial person dedicated to car repair. As the RBMN car fleet increased in size, so did the workload necessary to keep a sizeable fleet in good shape. Al provided guidance to many of the car shop team members we have today. After our car shop was fully established Al then moved into train service as an engineer where he remained until retirement.

Al has been enjoying retirement. Twice a year he travels to Canada for fishing trips that his wife arranges for him and other family members. Al also enjoys spending time with his five grandsons in Colorado and Rhode Island. We still have the pleasure of seeing Al on occasion. He can be commonly seen at railfan events and will often make trips to see his family at the RBMN.

We are always grateful to Al for his many years of service and dedication, he has a big heart and anyone who has had the pleasure to meet will surely agree.



EMPLOYEE Spotlight DUSTIN BERNDT

By Crystal Arndt, Human Resources

Dustin came to work for RBMN in August of 2000 as a Mechanic Assistant within our Mechanical department and became a Mechanic in August of 2001, Manager of Mechanical Operations in January of 2004, Director of Motive Power in February of 2009 and Assistant Vice President of Motive Power in June of 2012.

Dustin was born at the Reading Hospital and grew up in an area called "Limekiln" which is just outside of Reading, Pennsylvania. He graduated from Oley Valley High school in Oley, Pennsylvania. Prior to coming to work for RBMN, Dustin worked for a Plumbing and Heating Company in Boyertown, PA as he had attended a vocational school to learn the trade of plumbing.

Dustin has a "beautiful, loving" wife; Denise, they have been married for two years and have a two and a half year old son; Dylan. Dustin enjoys spending all the time he can with Denise and Dylan and is looking forward to when Dylan gets older so he can learn what he enjoys. He hopes that Dylan will enjoy sports and he can teach him. The Berndt family also has four cats; Tom, Madison, Kasey and Tiger.

In his spare time, Dustin enjoys getting involved in things around the house, doing home improvements such as landscaping and woodworking and also likes to be involved in plumbing and any new technology that the trade offers. His favorite season is fall; he really enjoys the changing of the trees, the weather and Halloween. Dustin loves to keep in touch with American history, the marine industry, whatever still happens in space, and visiting museums. He says; "I am looking forward to taking my son to Washington D.C. when he is old enough to appreciate it, and to see one of the retired shuttles." Congratulations to Dustin Berndt! (As the "Spotlight Employee," Dustin will receive a \$50.00 gift certificate to dine at a local restaurant.)

CONGRATULATIONS!



Lieutenant Johnson & Sergeant Parks receive their promotion plaques from Tina Muller-Levan. Left to Right: Sergeant Ryan Parks, Tina Muller-Levan, Lieutenant Matthew Johnson.

The Reading and Northern Railroad is pleased to announce the promotion of Sergeant Matthew Johnson to the position of Lieutenant. Matt joined our team in January of 2005 as a Railroad Police Officer and he also holds a position as AVP of Community Relations.

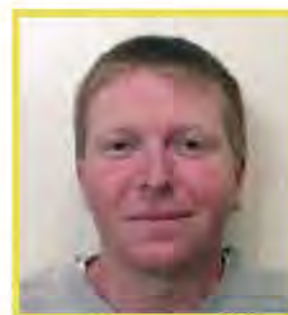
We are also pleased to announce the promotion of Police Officer; Ryan Parks to the position of Sergeant. Ryan joined our team in June of 2003 as a Railroad Police Officer.

Let us all congratulate Lieutenant Johnson & Sergeant Parks on their promotion and wish them continued success at our organization.



Welcome Aboard . . .

By Crystal Arndt, Human Resources



Chris Goetz was recently hired as a Real Estate Inspector/Track Worker within our RE and MOW departments. He attended Northwestern High School in New Tripoli, Pennsylvania and was previously self-employed as a general contractor for ten years.

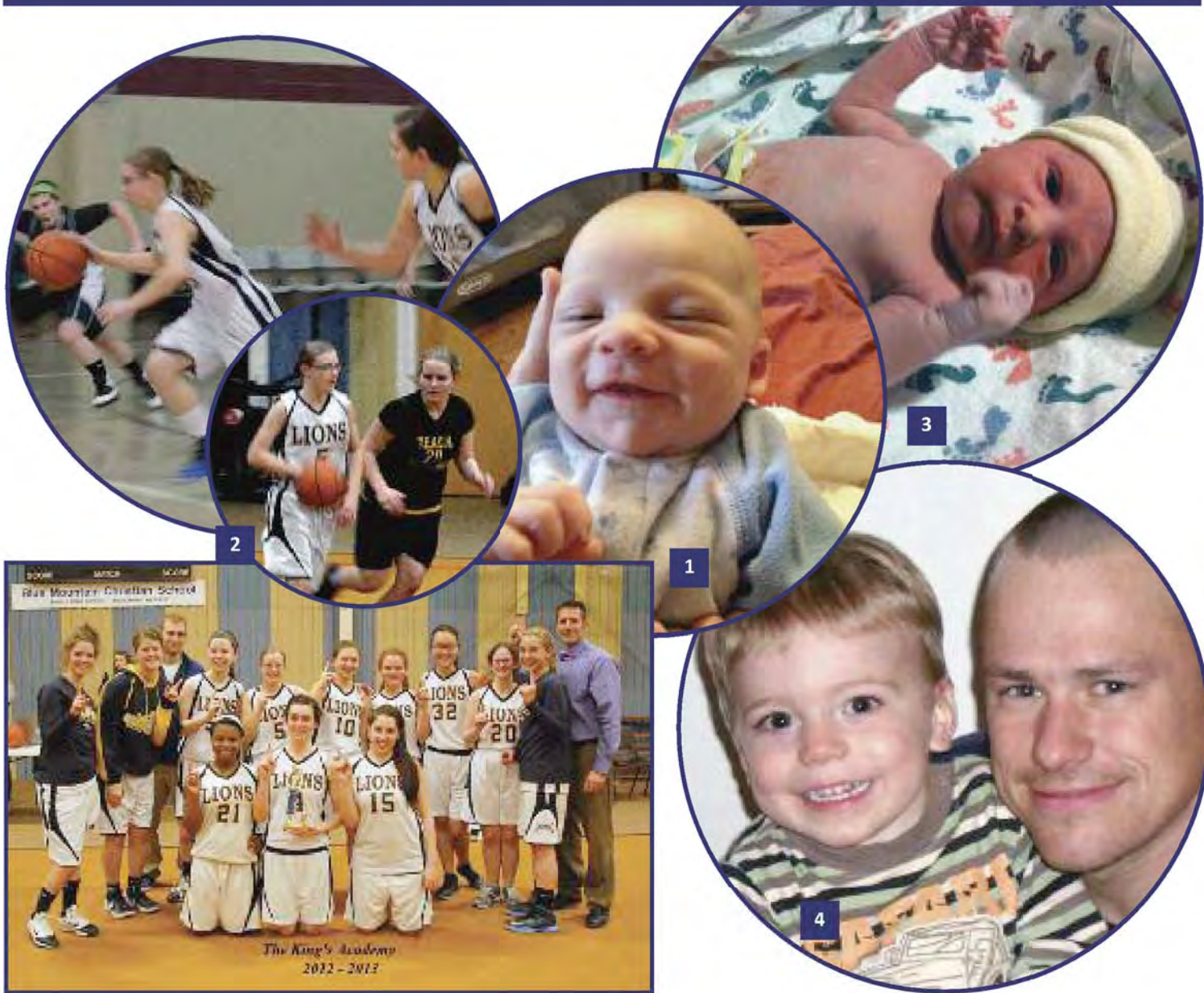


Zachary Simpson was recently hired as a Real Estate Inspector/Track Worker within our RE & MOW departments. He attended Reading Central Catholic School and Penn State Berks Campus, both located in Reading, Pennsylvania. Zachary previously worked for the Dana Corporation as a drill press operator.



Jeffrey Sondag was recently hired as a Mechanic within our MOW department. He attended Hamburg Area High School in Hamburg, Pennsylvania & previously worked at Penn Graphics Inc. as an electrician for fifteen years.

Little Caboosees' Corner



1. CONGRATULATIONS to Erik (MOW Management) & Deborah Yoder on the birth of their baby boy, Gabriel Thomas, on January 2, 2013. He was born at 2:36 pm, weighed in at 8 lbs. 6 ozs. and was 20.5 inches long. We'd all like to welcome Gabriel to the RBMN family.
2. REBECCA ENGLE, daughter of Duane (MOW Management) and Lynn Engle, on a fast break after stealing the ball. Rebecca, a sophomore, played her first full season on the King's Academy (a college prep Christian School) varsity girls basketball team. The TKA Lady Lions went sixteen and five this season and won a mid-season weekend Tournament after joining a new league of Christian Schools. During the season Rebecca has maintained an Honor Roll grade status. Congratulations on a job well done, Rebecca!
3. CONGRATULATIONS to Jon (AVP Signals & Communications) & Angela Barket who welcomed their baby girl, Lucy, into the world on January 12, 2013 at 6:50 am. She weighed 7.15 lbs., was 21.5 inches long and had a head full of hair. We'd like to welcome Lucy to the RBMN family.
4. DYLAN & DUSTIN BERNDT (AVP Locomotives) share a father/son moment.

Moms & Dads, proud of your little ones? Want to tell us something? WE WANT TO KNOW! Submit information about your little ones (big or small) along with pictures, if you wish, to: rnmagazine@readingnorthern.com

Baby Scramble!

Match the adult to their baby picture.





The Black Diamond



The Black Diamond recognizes individuals who have gone above and beyond their daily duties at the Reading and Northern Railroad. Telephone calls, emails, and/or letters were received about the following individuals:

Lieutenant Matt Johnson & Del Saylor, Purchasing Agent.

"I am writing about one of the most happy days that my grandson, Nathan and I experienced on one of our many trips to the Port Clinton Shops. This day was the result of the kindness and generosity of Mrs. Saylor & Sergeant Johnson.

Nathan is afflicted with Asperger's, part of the Autistic Spectrum Disorders. Although he has this affliction, he is a very bright, inquisitive, and handsome six year old.

Nathan has been a huge fan of the Reading and Northern Railroad since he was two. I cannot tell you the number of trips we have made to Jim Thorpe, Tamaqua Transfer Station, and Port Clinton just to see your trains. We have taken the High Bridge Ride; the Lehigh Gorge Ride; and annual Santa Train Ride many times.

We must have viewed YouTube videos of your trains a thousand times.

And of course, Locomotive 245 is his favorite. He is also aware that somewhere 2012 is being hidden.

On the day we visited Nathan spotted the 425's water/coal car and said "maybe that is where they are keeping the 425". I told him that you probably have a secret shop where you work on the 425.

So during our visit this summer day I said let's go in and ask. Of course, Mrs. Saylor was on the phone and trying to do her work when my little Chatterbox started to ask her all kind of questions about 425 and 2012 and where are they.

I want you to know that after her patient responses she directed us to your lobby to view the train models. She then came back and sat with us and responded to all of Nathan's questions and told him they were rebuilding the 425 so it would run again for another 84 years.

While we were talking Sergeant Johnson peaked around the doorway and walked up to Nathan and gave him a Reading and Northern baseball cap and a police badge.

I wish you could have seen the excitement and smile on this child's face. He was so excited he said, "Grandpoke, we can work here now." Sergeant Johnson not only did this for Nathan but he also gave his Grandpoke a baseball hat and gave us a supply of pens and Pencils.

The compassion and love of these two outstanding individuals was quite evident and brought tears to my eyes.

You can be very proud of Mrs. Saylor and Sergeant Johnson. And you can be proud of all (of) your employees because we have had other people in your office acknowledge his presence. We have had engineers blow their train horns for us and wave.

Your employees have made the life of this child thrilling.

Please share this letter with your staff because they deserve the recognition of not only doing their jobs but taking the time to make a little boy's life experiences memorable ones."

--- Robert Stoffa



Del Saylor & Lieutenant Matt Johnson

The Reading and Northern Railroad is proud to give a special thank you to these employees. Job Well Done!

Baby Scramble Answer Key: Tina Muller-Levan - 3, Diane Leiby - 6, Beverly Hess - 8, Frances Karycki - 7, Liz Neifert - 9, Katie Bonner - 5, Del Saylor - 2, Andrea Coller - 1, Susan Ludwig - 4.

1-5-10-15-20-25 YEAR ANNIVERSARIES ACKNOWLEDGED

15 Years



John Hartman

Engineer - Operations
Hire Date - March 30, 1998

5 Years



Steve Balthaser

V.P. Facilities Management
Hire Date - January 21, 2008



Laura Kennedy

Director of Passengers - LGSR
Hire Date - January 21, 2008

1 Year



Matthew Fredmonski

Police Officer
Hire Date - January 3, 2012



Christopher Seligman

Welder - Car Shop
Hire Date - January 16, 2012



John Brown

Track Worker - MOW
Hire Date - January 30, 2012



Michael Painter

Police Officer
Hire Date - March 14, 2012

HAPPY Birthday!

APR. 3	DAREN GESCHWINDT	APR. 30	EDWARD KOPECK III	MAY 26	MARIO DEMARCO
APR. 5	ADAM STUMP	MAY 5	DUANE HEIST	MAY 29	JEFFREY SONDAY
APR. 6	CRYSTAL ARNDT	MAY 6	JOANNE EVANS	MAY 29	THERESA KATTNER
APR. 7	JARED COLLER	MAY 8	VICTOR GAVINSKI III	MAY 31	KATHERINE BONNER
APR. 8	JOHN WALAITIS	MAY 8	ANTHONY VERBYLA	JUNE 2	WILLIAM SOLOMON
APR. 11	LEO DAVIS	MAY 9	EUGENE BOYLE	JUNE 3	CURTIS CIBELLO
APR. 12	AARON CASSEL	MAY 9	GORDON CLARK	JUNE 5	ERIC QUIMBY
APR. 15	AARON SNYDER	MAY 9	WESLEY WESTENHOEFER	JUNE 7	TIMOTHY BARNES
APR. 16	JEFFREY BAVITZ	MAY 11	AARON SCHLOSSER	JUNE 8	ALEX MAURY
APR. 18	EDWARD PHILBIN	MAY 19	WILLIAM GIBBLE	JUNE 10	PETER COLLINS
APR. 19	AARON MULLER	MAY 22	GERALD FEISSNER	JUNE 27	CHRISTOPHER PETERS
APR. 23	KERRY KEHLER	MAY 24	LISA MATZ	JUNE 30	JASON WITNER

—Pet Safe Gardening this Spring—

By Elizabeth Neifert, A.R. Management

Birds tweeting to a different tune... the sun rising higher in the sky with each passing day...temperatures slowly inching upward...

Spring is upon us, and for many, not only is it the time of year we make a break for the great outdoors, it's also the time we start planning our gardening and landscaping care! I'm writing to encourage all of you to not only consider the impact your planned actions may have on the environment, but to consider the impact your choices may have on your beloved pets.

Many of us may not realize the potentially harmful areas within our yards and gardens that might cause harm to our cats and dogs. Be aware, however, that the information contained herein is not exhaustive and that for any particular situation you should do some of your own research, ask questions of those performing services for you, and lastly, proceed with caution.

Having recently attended a Safe Planting for Pets Seminar, presented by Timothy Hill, of Season's Art Landscaping Design, Orwigsburg, PA and held at Schuylkill Veterinary Hospital, Pottsville, PA I will share what I have learned.



Mulch:

Specifically, cocoa bean mulch, made from the discarded shells of the cocoa bean, may contain theobromine and caffeine, two toxins of concern for dogs. Though the amounts of these toxins may vary amongst different manufacturers, note that those with higher toxin concentrations can cause vomiting, diarrhea, hyperactivity, abnormal heart rhythm, seizures, and in extreme cases, death.

Compost:

Dogs in particular find moldy organic matter attractive, but compost can contain mycotoxins, which can lead to hyperthermia, vomiting, and seizures. To still enjoy the benefits of composting without the fear of causing harm to your pets or wildlife, try fencing off the compost area.

Fertilizers containing Bone Meal:

Ingesting bone meal-containing products can form into a hard ball (concretion) in the stomach, obstructing the digestive tract and potentially requiring surgery to correct. Rose care products containing organophosphates, when ingested even in small amounts, can be life-threatening.

Slug and Snail Baits:

Most of these contain the active ingredient metaldehyde, which is highly poisonous to both dogs and cats. Much like antifreeze, slug bait tastes good to dogs. Considering this toxin is so potent to be able to produce poisoning symptoms in as little as 15 minutes, it is especially important to steer clear of this product. Symptoms of slug bait ingestion include heavy drooling, weakness, tremors, seizures, and hyperthermia (to the degree of becoming life-threatening).

Hill took time to stress the ills of using products like these, stating they encourage a sterile environment, devoid of beneficial microbes and earthworms, all of which are needed for healthy soil and vegetation. A couple of natural, non-chemical alternatives to combat a slug problem include spreading egg shells, adjusting your watering schedule (water in the mornings since slugs are more active at night), and the use of lava rock.

Additional plants that can cause drooling, vomiting, diarrhea, and, if ingested in larger amounts, more serious health problems:

Boxwood • Clematis • Elephant's Ear • English Ivy • Hydrangea • Iris • Tulip



Safe Plants: Bee Balm, Impatiens, Phlox.

Unsafe Plants: Foxglove, Japanese Yew, Tulip.

Plants and Flowers:

Azalea

In the same family as rhododendrons (which are also toxic); eating just a few leaves can result in vomiting, diarrhea, excessive drooling &/or a coma.

Foxglove

A very pretty flower, but is considered amongst the most toxic, whose ingestion will cause vomiting, diarrhea, weakness, cardiac failure & even death.

Japanese Yew

A very popular evergreen due to its adaptability, ingestion causes tremors, difficulty breathing, vomiting, seizures & death.

Lilies

There are dangerous and benign varieties; Peace, Peruvian, and Calla lilies will cause minor symptoms, while the more dangerous, potentially fatal lilies are called true lilies, and include Tiger, Day, Asiatic, Easter, & Japanese Show lilies, all of which are highly toxic to cats.

Lily of the Valley

An early springtime favorite, they contain cardiac glycosides (used in human heart medications) and when eaten by cats or dogs can cause vomiting, a drop in heart rate, severe cardiac arrhythmias, & seizures.

Oleander

A popular outdoor shrub whose leaves and flowers are extremely toxic, causing vomiting, slow heart rate & possibly death.

Daffodils

Ingestion of the bulb, plant or flower can cause vomiting, abdominal pain, cardiac arrhythmias, & respiratory depression.

Note that most, if not all, bulbed plants pose potential dangers. Again, the list above is not comprehensive and is included to simply demonstrate how some very common (and beautiful) plants and flowers may also be some of our deadliest to our four-legged family members.

Some safe annuals & perennials include:

Bee Balm • Begonia • Calendula • Catmint/Catnip • Coleus • Columbine • Coneflowers • Violets
Goat's Beard • Impatiens • Nasturtium • Petunia • Phlox • Primose • Snapdragons • Zinnia

When asked what one single tip he would give to people tending to their lawns, Hill said, "only for obnoxious weeds should products be used, and spot-treating should be the method of choice."

I hope I have satisfied my goal in raising awareness about the dangers regarding our routine gardening/lawn care habits. The Safe Planting for Pets Seminar taught me the following: Enjoy your garden, but do your research, ask questions, and beware of some of the green-sounding anecdotes (and those promoting them) that might not be so green after all.

Thank you to Schuylkill Veterinary Hospital's Dr. Sara Thornton and Tim Hill of Season's Art Landscaping Design for the valuable, enlightening seminar.

Timothy Hill, owner of Season's Art Landscaping Design and member of the American Society of Landscape Architects, has over 35 years' experience and may be contacted by calling (570) 617-2200 or visiting seasonsart.com.

Additional resources used in this article that I would recommend consulting include:

petpoisonhelpline.com vetstreet.com/our-pet-experts/how-to-plant-a-pet-safe-garden-this-spring
toxipedia.org eartheasy.com aspca.org/pet-care/pet-care-tips/pet-safe-gardening