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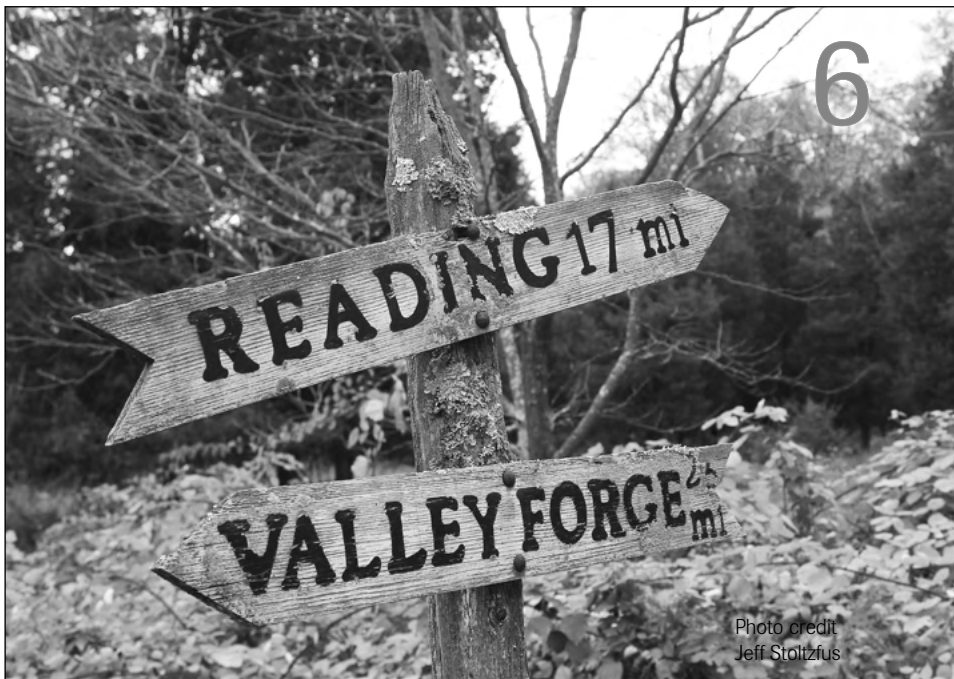
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Hopewell Furnace National Historic Site preserves the late 18th and early 19th century setting of an iron-making community, including the charcoal-fueled furnace and its natural and cultural resources. This community illustrates the essential role of industrialization in the growth of the early United States. More on page 6.

NOTICE - SPECIAL OFFICE HOURS:

Our office will be closed for the following observances - *Wednesday, Nov. 25th, Closing at 5pm; Thursday, Nov. 26th (Thanksgiving Day); Thursday, Dec. 24th, Closing at 1pm; Friday, Dec. 25th (Christmas Day); Thursday, Dec. 31st, Closing at 1pm; Friday, January 1st, 2021 (New Year's Day)*

On The Go

NOVEMBER-DECEMBER, 2020

Volume 98 Number 6

Published bi-monthly by AAA Reading-Berks,
A not-for-profit organization.



www.AAA.com

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COVID-19 Green Phase Hours

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President's Note

Peter J. Armstrong
President/CEO

“...Taking a”glass half full”
look back...”

Spring Forward, Fall Back

What does the adage mean to you? Time to check your home's smoke/CO detector batteries? An extra hour of sleep?

Taking a kind of “glass half full” look back over the year, there is evidence that we have achieved goals, completed projects and initiated new ventures with full intention of seeing them through. There is reason to be satisfied with these accomplishments, as it means that our spirit cannot be defeated by a germ.

This year, the AAA Foundation for Traffic Safety conducted several research projects in the interest of increasing driver safety by understanding driver behavior. In January, the Foundation released its most recent data examining marijuana involvement in fatal crashes in Washington State before and after recreational use of cannabis became legal there. This is a continuing research project studying driver behavior and performance.

Several of the Foundation's research projects dealt with vulnerable road users. Spring of 2020 saw the conclusion of a study that examined perceived social support among older drivers who have recently reduced their driving and a project that documented current, relevant driver licensing practices and policies in all 50 states and D.C.

The year's second quarter saw the publication of a summary of presentations, discussion, and outcomes from a stakeholder forum on the impact of 21st-century automotive technologies on design and safety implications. Also concluded in this time period was a research project that examined how the quality of a driver's understanding of advanced vehicle technology, also known as a mental model, impacts his/her performance and safety. Drivers with weak or strong mental models encountered safety-critical events in a driving simulator.

Also released in June was the Foundation's Traffic

Safety Culture Index - a nationally representative survey that has been conducted annually since 2008 to identify American drivers' perceptions, attitudes and behaviors related to traffic safety issues.

September saw the sharing of the Foundation's look at how subtle differences in consumer information can exert powerful influence on consumer expectations and understanding of active driving assistance systems. The study highlighted the importance of ensuring that materials are not only technically accurate but also balanced.

In the realm of emerging technologies, the Foundation continues to examine driver interface with emerging automotive technology. September saw the conclusion of a project that examined drivers' workload and attentiveness when driving different vehicles equipped with advanced driver assistance systems (ADAS). In an on-road study, drivers from two age groups drove on different road types under manual or automated conditions.

As 2020 concludes, let's not “fall back” into the unproductive lure of hind-sight, wishing for what was. Working with what-is and what-is-to-come makes for a much better future for all.

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historic hopewell furnace



Hopewell Furnace showcases an early American industrial landscape and the essential role of industrialization in the growth of the early United States. Operating from 1771-1883, Hopewell and other “iron plantations” laid the foundation for the transformation of the United States into an industrial giant.

The primary story emphasis of Hopewell is on the first half of the 19th century – the era of its greatest prosperity. The decline of Hopewell, which ended with its final blast in 1883, began in 1844 – the end of stove casting at the furnace. The inevitable end of the charcoal furnace at Hopewell, and other charcoal furnace sites, was postponed by the Civil War and the growth of railroads that created a greater demand for iron.

The era of charcoal iron plantation depends upon a combination of agriculture and industry. The voracious consumption of fuel – an acre of hardwood trees a day to keep the furnace operating – limited location of the furnace to the proximity of extensive forests. Although the forest and farm offered employment to many workers, their ultimate prosperity depended upon the economy of the furnace. The need for an expanding labor force brought about employment and, to a large degree, equality for women, children, and people of color.

Today, the park's 848 acres and historic structures illustrate the business, technology and lifestyle of our growing nation. The history of Hopewell Furnace spans these two centuries – from its untouched natural state as a part of the great eastern American forests – to its rebirth as a recreational and cultural history area. In between are the stories of industrial development, technology, community, craftsmanship, and natural resources that together changed America.

Hopewell Furnace is an example of an Iron Plantation that operated from c.1771 to 1883. Established in a time before company towns and urban steel factories, Iron Plantations were nearly self-sufficient communities built near the natural resources needed to exclusively produce iron. The furnace company and their employees were not famous, unique or even part of a cohesive community; they were skilled, semiskilled and unskilled workers from different social and economic backgrounds. The Ironmaster supervised the business operations and often lived in a large home near the furnace. Iron workers who often worked 12 hour shifts also lived close by while people such as woodcutters and miners lived farther away from the site. When the nation transitioned into an industrial giant, iron furnaces in rural settings were gradually replaced by larger steel factories in urban centers. Technological advances made these small iron furnaces obsolete and ended the agricultural/industrial way of life at iron plantations.

Women at Hopewell Furnace worked in many roles to improve their lives and the general well-being of their families. In addition to childcare and domestic chores, women often supplemented the family income by working various jobs.

Some local women earned money by preparing and selling a variety of food goods such as butter, pickles, and bread. They also profited by selling eggs and chickens as well as making and selling candles and soap.

Single men often paid for a home-cooked meal. These men also paid women to wash and mend their clothes. Women skilled with a needle found work as

seamstresses for single men and for residents of the Ironmaster's Mansion. Homes with spinning wheels provided women with an opportunity to increase the family income through the sale of thread or yarn.

Outside their homes, women performed a variety of jobs at Hopewell Furnace and in the surrounding area. They served as maids and cooks at the Ironmaster's Mansion and as teachers at the school. Hopewell employed several women as teachers including Susan Brown in the 1830's and Catherine Rhoads in 1871.

Historians have styled rural iron-making operations like Hopewell's, called "iron plantations," as feudal. This was a self-sufficient community of craftsman and laborers living lives directly or indirectly governed by the furnace. It could be a difficult taskmaster – dirty, noisy, and dangerous at times, ever needing to be fed and tapped. But a demanding furnace also meant community prosperity. A silent furnace meant lean times.

A traditional hierarchy governed the furnace's operations. At the pinnacle was the ironmaster, director of the enterprise and often an owner. Good ironmasters had to be financier, technician, bill collector, market analyst, personnel director, purchasing agent, and host to prospective buyers. His was a volatile job: bad luck or poor judgment usually meant failure. Success often brought wealth. A clerk helper kept the books, ordered supplies, served as paymaster, and managed the office store. The job well performed could be a stepping-stone to ironmaster.

Miners were a group of skilled laborers who supplied Hopewell Furnace with the iron ore it needed to make its many products. They were mostly men and young boys. However, there are records that show that women may have worked at the mines as well. The miners played a key role making sure that the furnace was supplied with enough ore on a daily basis.

There was little time in a miner's life for ease and relaxation. They began their day early and usually did not quit until late in the day. So long as the furnace was in blast, the miners had to work to supply it with the iron ore it needed to stay in production. It was hard, dirty work that was also sometimes dangerous. As mining technology improved throughout the 19th century, the miners' life got a little easier. For example, with the introduction of the steam engine into mining, the miner no longer had to manually haul the ore to the surface for removal.

Miners used a variety of tools when they were working at the mines. Each tool had a specific use and purpose. The blacksmith at Hopewell crafted and repaired the tools which were supplied by the furnace at very little or no cost to the miner. Tools included pick, shovel, mallet, wedge, sledge, hand drill and tamping bar. The pick was

used to chip away at rock and ore. The mallet and sledge were used for driving the wedge and hand drill into the earth. Baskets were used to haul the iron ore out of the mine. Wheelbarrows and rakes were also included in the array of tools. These were made of wood and iron and were of heavy duty construction.

Miners were paid by the amount of iron ore they extracted from the earth. Typical earnings during the blast years of 1825-27 ranged from \$11.33 - \$ 21.00 per month. This amount was very competitive compared to that of other furnace tradesmen such as a blacksmith or teamster.

The miners lived near the mines, usually renting rooms or houses that were in short walking distance to their work. A miner's family would live with him. Their children were educated at nearby schools, some located at the mine site, such as those at the Warwick Mine and Jones Good Luck Mine.

Hopewell Furnace has a storied past. From industrial site to national historic site, the meaning of the natural and cultural resources have changed over the years. Some people have called Hopewell their home, workplace and recreational opportunity. Today, visitors are a part of Hopewell Furnace's continuing story as a place of community, learning and exploration.

Hopewell Furnace is working to increase access to the park in a phased approach. The main parking lot and restrooms are open. All facilities, the Visitor Center and Hopewell Village remain closed at the printing of this article. Park grounds are open daily, 9AM to 5PM. Call for the latest news on what is open/what is closed before you visit: 610-582-8773. Hopewell Furnace's physical address is 2 Mark Bird Lane, Elverson, PA 19520. Learn more about Hopewell Furnace at www.nps.gov/hofu. Information/photos courtesy www.nps.gov/hofu.



Zettlemoyer's Metal Truss Bridge

By Fred J. Moll

The metal truss bridge era was sandwiched between the wooden bridge era and the concrete bridge era. Metal bridges were thought to be better than wooden covered bridges because they could handle heavier vehicles. However, metal bridges corroded and were found to be more expensive to maintain than wooden bridges. Also, concrete bridges were soon to come along to replace metal bridges. So the era of metal bridges was rather short lived.



Consequently, not many of these bridges remain. One such metal bridge that survived is Zettlemoyer's Bridge. This rare and attractive pin-connected through truss bridge was built in 1904. Although the builder is unknown, according to the date stone the engineer was Dreibelbis and Company and the masonry contractor was James M. Smith. The bridge measures 153 feet in length and is 14 feet wide.

By 2012, the bridge was in bad shape and it was said that creaking sounds were emitted from the bridge as cars crossed the bridge. Later that year, the bridge was closed to traffic and there was a proposal to demolish it. But over time the County

decided to save the bridge. According to the August 5th, 2019 minutes of the Greenwich supervisors meeting, work on the rehabilitation of the bridge was to start on August 28th, 2019 and the work was to be finished in the Spring of 2020.

The bridge has been rehabilitated and now has a 10-ton load limit. All bad stringers and pins were replaced, a new deck was constructed, the old masonry work was repointed, and guard rails were installed. The bridge has been repainted to an unusual and attractive color that you will discover on your visit to the bridge. Also, the original date stone is still intact and visible on the abutment wall.

The newly rebuilt bridge makes an enjoyable trip into the Pennsylvania Dutch and hex sign countryside. Unlike covered bridges, when you drive over this one-lane metal bridge, you can look out of the bridge and see the sky above and the Maiden Creek on either side of the bridge. The bridge is located in Greenwich Township along Route 143, two miles north of Lenhartsville on Long Road.

Our thanks to Fred J. Moll, local historian and published author of "Pennsylvania's Covered Bridges" (2012, Arcadia Publishing) and "Pennsylvania's Historic Bridges - Postcard History Series" (2007, Arcadia Publishing) for providing this series of articles about Berks County historic bridges. We encourage our readers to discover for themselves the richness of Berks County history.



Bridges in Berks



Dealing With Rodent Damage

Dear Ask Ed,

Mice have eaten my 2011 Ford Fiesta wiring harness several times. I plan to replace it when I return to working at my office after the pandemic. Would you suggest a car without soy based wiring? Are there rodent-deterrent options for a new cars?

Heather C.

Thanks for writing in, Heather.

Talk with any automotive repair tech and he'll probably have his own story about furry critters snacking on automotive parts or taking up residence in seldom-driven vehicles. Whether they are squirrels, mice, or other rodent relatives, animals will make the most out of any structure that seems to offer a secure home or satisfy the need to chew.

As to why they find automotive wiring – or more specifically, the wiring housing – such a scrumptious tidbit is anyone's guess. And there are numerous guesses. Let's look at a few.

Up to as recently as the last decade, automotive wiring insulation was petroleum-based. More recently, manufacturers have switched to soy-based material to insulate automotive wiring. Why? For one thing, soy-based material is less expensive to produce – music to an automotive manufacturer's ears: lower production cost without lowering the selling price equals higher profit. Environmentalists are happy with the switch because soy is "green" – it makes Mother Earth happy.

Picture-perfect world, right? Wrong. Enter the folks who posit that the new plant-based housing is attracting an unusual number of animals to chow down, leaving expensive repair costs in their wake. Is there some ring of truth in their argument? I couldn't tell you, because I couldn't find any research done to compare the incidence rate of rodent-eating-soy-based-insulation vs rodent-eating-petroleum-based-insulation. I can tell you that class-action suits against Toyota and Honda, arguing that their vehicle warranties should cover repairs to wiring damaged by animals because they use soy-based materials, were dismissed without leave to amend.

What I can tell you, based on my own auto repair experience, is that rodents have been causing this type of damage for a long time. Whether the causation is a forage-based instinct or to satisfy a need to gnaw, there are a couple of things vehicle owners can do to try to keep



the little pests at bay.

- Keep your vehicle in a secured environment, like a garage that is sealed against weather and animal intrusion.
- If you don't have a garage or other sealed structure, don't let your vehicle sit for long periods of time. Move it from time to time to discourage unwanted squatters.
- Think like a rodent – what makes your vehicle look like a nice place to live? Are there tall weeds around it? Is it in a quiet area, away from larger animals that may want to make a meal out of them? Is there an additional food source nearby, like a garbage can or compost pile?

Some folks have tried strategic placement of traps around the vehicle, like on the tops of tires or in the engine compartment. I've even heard of using essential oils and essence of "hot" foods like chilis. If you find a solution that works 100% of the time, you might want to patent and mass-produce it. You could have built the better mousetrap.

Happy motoring!

Ed

Contact Ask Ed with your automotive questions:

AskEd@aaardgberks.com or write to Ask Ed, AAA, 920 Van Reed Road, Wyomissing, PA 19610.

AAA Travel Agents To The Rescue

With new coronavirus cases continuing to be announced, Americans thinking about travel have one thing on their mind: Should I travel? AAA can't make that decision for its members, but is providing information on travel safety and insurance to help travelers make the decision that is right for them.

"Research is important to any traveler ahead of a trip. It's no different with the coronavirus," said Paula Twidale, senior vice president, AAA Travel. "Become familiar with the Center for Disease Control's recommendations, consult your healthcare professional, talk to your travel provider about waiver policies and chat with a travel agent about travel insurance possibilities before making any decision."



READING EAGLE

THANK YOU!

Voted Best in Berks!

Travelers should heed all official advisories, including the latest guidance from CDC and the State Department. This includes the advice that travelers, particularly those with underlying health conditions, should defer cruise ship travel at this time. Traveling anywhere else is a personal decision you have to make based on all facts available.

First and foremost, if you are feeling sick, don't travel. Even if you are not

sick, talk to your health care provider about their medical recommendations, especially as it may relate to your age and personal health.

Contact your travel agent or travel provider to understand options available to you to postpone or reschedule any planned trips.

A knowledgeable travel consultant can prove invaluable. AAA travel counselors are well-informed, caring

Since day one of our dealings with Beth Chapin she has been a top-notch, above and beyond Travel Consultant. She takes her job very seriously and is such a personable individual. She has seen us through many trips to South Africa, Costa Rica, Hawaii, and we were fortunate to ride the Rocky Mountaineer along with Beth and her husband as she was the AAA Escort...This year we were booked to visit Hawaii again and then Covid-19 struck. Beth constantly kept in touch with me letting me know where things stood every step of the way. Then once all was cancelled, she dealt with getting reimbursements back, etc. Her job's still not done because she has our dates for 2021 and the saga continues for her. Beth is so knowledgeable and great at what she does and always exceeds our expectations...We always value her opinions and trust her thoroughly. Through all of our dealings with Beth, we consider her more a friend than a Travel Consultant. Kudos to Beth for being great at her job!!!!

Thanks for everything!

Best regards,
Sharon and James Shipe
Charles Barber

Nicole [Vandevort], thanks for your timely, efficient and clearly explained information for scheduling the cruise and trip to Alaska for May 2021. We appreciated being added to the itinerary with our friends with such short notice. Looking forward to meeting you in person after the virus settles down.

Thanks,
Jeannine and Rich Campbell

and available to assist our members if you have questions or concerns about cruises or other travel.

Regarding travel insurance, coverage options can vary widely. If you purchased travel insurance before the coronavirus was recognized as an epidemic, your policy likely provides at least some level of protection. Customers who purchased "cancel anytime" or "cancel for any reason" insurance prior to February 3, 2020 when coronavirus was recognized as an epidemic, or soon thereafter may be able to cancel their trip and receive reimbursement for a portion of their non-refundable travel deposits.

Travel insurance generally excludes epidemics. If you have a trip already booked, check with your travel providers (cruise line, airline, hotel, etc.) to see what waivers they have put in place. If you are planning a trip, also check with travel providers to understand their coronavirus-related policies and connect with a travel agent. Depending on your situation, there could be some travel insurance options for your needs.

AAA Travel provides complete travel solutions for AAA members and the public. The AAA network of more than 1,000 offices stands ready to come to your rescue when you need it most.

Actual comments from AAA Reading-Berks members, printed with permission.

Tips for a Relaxing Road Trip

You're in need of some serious R&R, but travel's status is still "complicated." If you're feeling cautious about travel but cabin fever is closing in, a road trip may be just the escape you need. Can road trips be as relaxing as other types of vacations? Sure they can! All it takes is a little shift in perspective and some smart planning.

Why Road Trip?

Road trips are becoming a popular option for those who are ready to travel again because they allow travelers more control over social distancing, are budget-friendly and they allow you to customize your vacation based on your interests and schedule. But we don't want to think about budgets and distancing and schedules, right? We need to escape and relax! Don't worry, we'll get there. But first, make sure your vehicle is as ready for this trip as you are.

Before You Go

The first step to a truly relaxing road trip is to make sure you're free of any nagging worries about potential car trouble. Get your vehicle ready for the trip with a tune-up at a AAA Approved auto repair shop, which are inspected and offer benefits including priority service, discounted labor and guaranteed quality of work. To find an approved repair near you, visit, AAA.com/AutoRepair. Make sure your AAA membership is up to date before you go so you'll have peace of mind knowing Roadside Assistance is there should you need it.

If you're not confident in your own vehicle or want to avoid adding mileage, consider renting a vehicle for the trip. Renting is also a great option if you'd like more cargo space, need four-wheel drive for winter or mountain driving, or just for the fun of driving a new-to-you vehicle. AAA members can get up to a 20 percent discount and other benefits with Hertz, which now offers enhanced cleaning and touchless rental transactions with its Hertz Gold Standard Clean Program.

Planning Your Relaxing Road Trip

Before you map out your road trip, think about destinations and activities that interest you. Are you a beach lover? Want to visit a national park? Into quirky attractions? Or are you craving the ultimate unwinding experience, a luxurious spa? Once you've determined the type of place you'd like to go, you can look for an enjoyable route to take you there. If you need inspiration, visit AAA.com/RoadTrips, where you can search for pre-planned road trips by region. Looking to stay closer to home? Simply type your state into the search box to find fun and scenic drives near you. You can also search for attractions, resorts, national parks and road trips at

AAA.com/TripTik.

Scenery is key to making a drive trip enjoyable and relaxing, and that includes considering the season. Summer isn't the only time for a road trip—or even the best time, since destinations can be more crowded and costly then. For an autumn trip, research the ideal time for viewing fall foliage in your chosen region and plan seasonal activities along your route, such as in these Hudson Valley road trips. In winter, escape slushy streets and bleak landscapes with a winter-themed vacation spot such as a ski resort and enjoy a leisurely drive through snow-covered scenery on the way there.

Once you've decided on your road trip route, plan your stops along the way. Do you typically race along the interstate, only stopping when you see a gas station near the exit where you run in, use the restroom, grab a soda, jump back in the car and merge back onto the interstate as quickly as possible? That's a pit stop. Instead, try to plan a more wellness-enhancing break every couple of hours to do something enjoyable, even if it's just stopping to snap a selfie at a scenic overlook. You can find restaurants, attractions and gas stations along your route in the TripTik Travel Planner. And speaking of gas, take the guesswork out of your fuel budget before your trip with AAA's Gas Cost Calculator. Members can save up to 5 cents a gallon by enrolling in the Fuel Rewards Program at AAA.com/Shell. Be sure to check the AAA Covid-19 Travel Restrictions interactive map to check for restrictions and requirements along your route.

If you're planning an overnight stay, look for AAA Diamond-designated hotels, all of which must pass rigor-



ous inspections by AAA's professional inspectors to make sure you have a clean and comfortable experience at any budget level. For extra assurance, look for properties displaying a AAA Inspector's Best Of Housekeeping badge. You can find AAA Diamond hotels at AAA.com/TravelGuides, on the TripTik Travel Planner or contact a AAA Travel Agent.

honoring our **50**-year members



Even though we couldn't get together in person, we wish to publicly thank those who have been with us since 1969

The year: 1969. In the transportation world, the Concorde's test flight in France is successful and GM's Pontiac Firebird Trans Am first roars onto the American highway. Peace and love reigns at Woodstock and The Beatles play their last live performance in London. It is also the year that man takes his first cautious steps on the moon.

Closer to home, the Reading Auto Club Magazine (the forerunner to *On The Go*) defended Pennsylvania's new Implied Consent Law. Against the claim that the new law intruded on personal liberties, the publication opined that "every motorist does have the right to expect to drive and remain alive." The publication - with a circulation of 32,500 Berks households at the time - kept members informed about local happenings of interest, including the progress of the construction of the new office headquarters at 920 Van Reed Road, Wyomissing. Those who have been with us for awhile will remember that we were first located in the Hotel Berkshire at Fifth and Washington Streets in Reading.

1969 was the year that the Reading Automobile Club and the Berks County Pennsylvania Dutch Travel Association co-sponsored the first Berks County Mystery Tour. Open to members and non-members alike, drivers were given "sealed orders" in envelopes that listed local well-known and lesser-known sites. Maps were provided

with turn-by-turn driving instructions, covering about 60 miles of our scenic and historic county. About 540 vehicles took up the opportunity to enjoy a pleasant Sunday afternoon drive at the jump-off point, the Mount Penn fire tower. The final leg of the tour passed by the Heidelberg Country Club and culminated at the Charming Forge mansion. Winners of tour-related contests received prizes and plaques, while all involved expressed a renewed appreciation for Berks.

Many of the members we are honoring no doubt attended the Reading Fair in 1969. Performers included such well-known entertainers as Ray Charles, The Guess Who, American band leader Sammy Kaye, and country music legend Porter Wagoner and his Wagonmasters. There was a rodeo that year, as well as AMA motorcycle, ARDC midget and R.S.C.A. modified stock car races plus a state fair circus. Families entered and enjoyed 4H and FFA exhibits and what was billed as the "largest cattle show in the state!"

Even though we weren't able to bring everyone together this year, we have no less appreciation for those who have chosen to remain AAA Reading-Berks members for the past fifty years. Thank you, 50-Year Members, for your loyalty and support. We look forward to meeting and exceeding your expectations for many years to come.



Carol Ackerman, Ruth Adams, Toni Lee Albert, Nancy Albrecht, Susan Altenderfer, Michael Anderson, Michael Appnel, Maryanne Arnold, C. Gary Arnold, Mary Jane Asher, Gloria Barto, David Bausher, Linda Bausher, Rickie Lee Bechtel, Jacqueline Becker, Kay Bertolet, Verna Bewley, Michael Bickleman, Catherine Bieber, Barbara Blankenbiller, Patricia Blatt, David Blatt, Mary Jane Blessing, Terry Borda, Carlen Bordner, Russell Bowman, Jane Brickle, Dorothy Brown, Mary Ann Buchanan, John Burd, Shirley Burkhart.

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**Thank you, members of
AAA Reading-Berks since 1969!**

Statement of Ownership

1. Publication Title: AAA Reading-Berks *On The Go*. 2. Publication number: 0744-7043. 3. Filing Date: September 20, 2020. 4. Issue Frequency: Bi-monthly. 5. No. of issues published annually: 6. 6. Annual subscription price: \$2.00
 7. Complete mailing address of known office of publication location: 920 Van Reed Road, Wyomissing, Berks County, PA, 19610. 8. Complete mailing address of the headquarters of general business offices of the publisher: 920 Van Reed Road, Wyomissing, Berks County, PA, 19610. 9. Names and addresses of Publisher, Editor, and Managing Editor: Publisher: AAA Reading-Berks, 920 Van Reed Road, Wyomissing, PA 19610 Editor: Michael D. Axman, EVP/COO, 920 Van Reed Road, Wyomissing, PA 19610. 10. Owner: AAA Reading-Berks, 920 Van Reed Road, Reading, PA 19610 (Non-profit corporation)
 12. For completion by non-profit organizations authorized to mail at special rates (section 423. 12, DMM). The purpose, function, and non-profit status of this organization and the exempt status for Federal tax purposes: has not changed during preceding 12 months. 13. Publication title: *On The Go*. 14. Issue date for circulation data below: September/October 2020. 15. Extent and nature of Circulation (Average No. copies each issue during preceding 12 months; No. of copies of single issue published nearest to filing date) AAA members a. Total No. of Copies Printed (Net Press Run): 65,204; 65,404 b. Paid circulation: (1) Paid/Requested Outside County Mail subscriptions: 3,029; 3,227 (2) Paid in-county subscriptions: 62,035; 62,027. c. Total paid distribution: 65,064; 65,254. e. Total Free or Nominal Rate: 90;90. f. Total distribution: 65,154; 65,344. g. Copies not distributed: 50; 60. h. Total: 65,204; 66,404. i. Percent Paid: 99.8; 99.7
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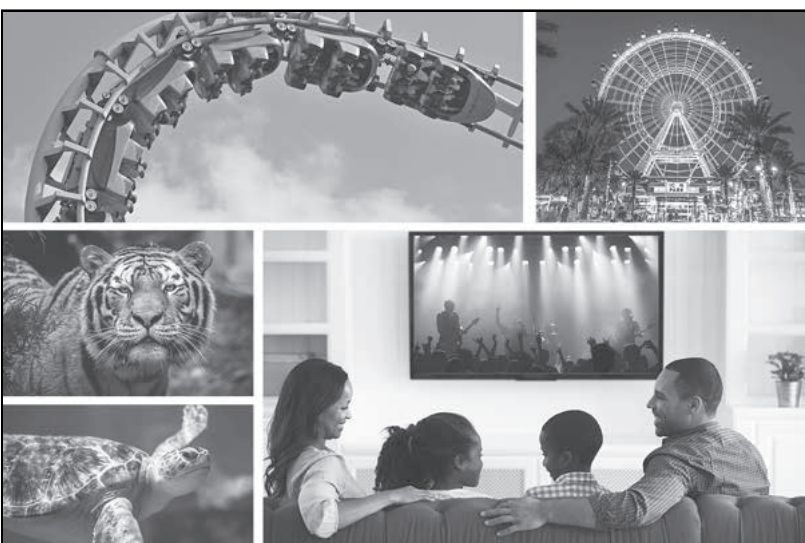
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Reduce Risk of Distraction

In Pennsylvania, 72 people died in 69 distracted driving crashes in 2018, according to the latest data from National Highway Traffic Safety Administration (NHTSA). AAA believes no life is worth losing to distraction. Focused drivers save lives. AAA urges all drivers to pay attention and focus on the road, especially during the time of year when we're distracted by thoughts of family gatherings, shopping, and other social events.

"Nationwide, nearly 3,000 people are killed in crashes involving a distracted driver, contributing to the 36,560 lives lost to crashes on U.S. roadways in 2018," said Cheryl Gouker, AAA Marketing/Public Affairs Manager. "There is no text message worth reading or sending when injuring or killing someone is the potential cost."

Distractions include more than texting. Anything that diverts attention from driving – eating and drinking, adjusting the navigation, or picking your next podcast, talking to other passengers, or talking or texting on the phone—can result in a fatal injury.



Despite what some drivers may think, hands-free is not risk-free. Even with your eyes on the road and your hands on the wheel, you are not safe unless your mind focuses on the drive.

Looking away from the road for just two seconds doubles the risk of a crash. Here are AAA's Top Tips to Avoid Distractions While Driving:

- **Prepare for your drive.** Set vehicle systems like GPS, seats, mir-

rors, climate controls and sound systems before hitting the road. Decide on your route and check traffic conditions ahead of time. And please, finish dressing and personal grooming at home – before you get on the road.

- **Don't Drive Intoxicated. Don't Drive Intoxicated.** The consequences of alcohol-impaired driving and texting while driving could be the same: Put aside electronic distractions and never use text messaging, email, video games or internet functions, including those built into the vehicle, while driving. Stow your smartphone away, turn it to airplane mode, or activate call/text blocking features.

- **Stay focused.** Do not let anything divert your attention. Be sure to actively scan the road, use your mirrors, and watch out for pedestrians and cyclists. If you have passengers, enlist their help as a "designated texter." Ask them to answer your calls, respond to texts and program the navigation.

Violating Pennsylvania's distracted driving laws can be costly. Know before you go. In Pennsylvania:

- Pennsylvania law prohibits as a primary offense any driver from using an Interactive Wireless Communication Device (IWCD) to send, read or write a text-based communication while his or her vehicle is in motion.

- \$50 first offense (summary), plus court costs and other fees

For more information, visit AAA.com/dontdrivedistracted.

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Destinations & Diversions

WK&S Railroad - Discover the Excitement

The Wanamaker, Kempton & Southern is a small tourist railroad located in the northern tip of Berks County, Pennsylvania. The railroad runs on three and a half miles of track that were once part of the Schuylkill & Lehigh branch of the Reading Company system. The Reading Company was known as a mighty coal hauler, but the S&L was a rural agricultural branch sometimes called the "Slow & Lonesome." The branch was perhaps best known for the "Berksy," a local passenger train that carried students to and from the only area high school at Slatington.

Although not very big, the WK&S is largely unmatched in terms of authenticity and scenic diversity. Passengers are treated to rolling farm fields including an orchard and often a pumpkin patch. There are forests, fills, cuts, tree covered hills, a bridge over scenic Ontelaunee creek and the two old-time towns of Trexler and Wanamakers. Passengers even get a good view of their own train thanks to some sharp curves along the line. Due to a rural, somewhat isolated location, things haven't changed much over the last hundred years.

The Wanamaker, Kempton & Southern recently celebrated its 50th anniversary, having opened for business in 1963. This was an era when many regional railroads were still solvent. Much of our equipment was acquired directly from their local original owners such as the Reading Company, the Lackawanna and the Lehigh & New England. A typical WK&S train includes one or two coaches, an open observation car and a Reading caboose pulled by one of our three vintage center-cab diesel

locomotives. The WK&S also owns a stable of steam locomotives with long term plans to restore one or more to service. Equipment is maintained with an eye toward authenticity. All of the passenger cars retain their predecessor paint schemes.

Kempton is the railroad's base of operations and includes a collection of original Reading Company stations moved here from other locations. There's a ticket office, gift shop, food concession, model railroad display, picnic area, lots of railroad equipment on display and plenty of free parking.

The WK&S is an all-volunteer organization. There are no grants or other public funding. This operation is made possible through ticket, gift shop and food sales as well as the hard work of one of the most talented and dedicated group of people you'll find.

During the Green Phase, caboose rides are going to be "FAMILY ONLY" reservations. If you would like to reserve the caboose for your family (maximum 12 passengers), please contact us at all aboard@kemptontrain.com

At the present time, the Model Railroad Car will be closed. However, the Gift Shop and Snack Shack will be open...hot dogs, meatball sandwiches, snacks and drinks will be available. To complete your visit to the WK&S, be sure to have one of our incredibly delicious root beer floats!

We are excited to get back to chugging along in our little corner of the world to keep railroading history alive and well.

The WK&S train station is located at 42 Community Center Drive, Kempton, PA 19529. The phone number is 610-756-6469.



On The Wing at Hawk Mountain Sanctuary

The end of the year is coming up quickly, but there is still plenty to do at Hawk Mountain! The cool, clean air of the mountains is sure to get anyone in the mood for a few more visits before we say goodbye to 2020. The weather is changing, some fall foliage is still clinging on, and the valley is a sight to see before it disappears. Golden and bald eagle migrations are events to behold, and our Autumn Migration Hawk Watch will be sure to get you to see these birds before the official end on December 15. Of course, with the end of the year nearby, our holiday online shopping is sure to suit your needs at store.hawkmountain.org. Hawk Mountain Gift Memberships are a great gift for those nature lovers in your life and are available at hawkmountain.org/join.

November

After November comes December so to get you in the holiday spirit and one step ahead in holiday decorating, on Saturday, November 4 we will be having a Holiday Wreath Workshop. Create your very own wreath and take it home to make the holidays just a little jollier. But this isn't the only thing we have planned for November!

Saturday, November 7 is our famous Eagle Day! Thanks to our friends from the Carbon County Environmental Education Center, you'll be guaranteed to see a beautiful bald and golden eagle up close.

On November 15, our weekend programs will be coming to an end, so be sure to participate before then. However, we still have plenty more fun events ahead for the whole family.

If Black Friday isn't your style, come join us on November 27 for our Opt Outside Hike from 10 am – 2 pm. Take a guided hike down our River of Rocks trail to feel the true power of nature! November is sure to be a fun month on the Mountain.

Please note that November 28-30, trails will be closed due to rifle hunting season. Only the main Lookout Trail will be open Nov. 28 through Dec. 13.

December

Get in the holiday spirit and come create a seasonal decor on Saturday, December 5 in our Christmas Wire Tree Workshop. With one hundred 18" steel wires, this class is more advanced than other tree wire classes. You'll be able to take the finished product home to give your space a little more Christmas spirit. And don't worry, we have something for the kids as well!

For children ages 8-12, we have a CBC4Kids event on Sunday, December 6. Young birders will have a blast tallying the passing winter songbirds,

learning more about raptors and citizen science and meeting a live raptor up close! But the fun won't stop there.

On December 19 we will be hosting our annual Winter Celebration and Ugly Sweater Hike. Welcome winter by wearing your favorite ugly sweater and taking a naturalist-guided hike to the North Lookout to admire the beautiful winter views. After the hike, warm up with some hot cocoa, cookies, and face painting for the whole family. The winner of our Ugly Holiday Sweater

Contest will be announced at the end of the program and awarded a prize!

Please note that on the first two Saturdays, December 5 and 12, all trails will be closed due to rifle hunting season.

Virtual Programs

Then join us on November 19 for our last Autumn Lecture of the season with Dr. Allison Cornell, as she shares various techniques to assess the physiological state of American kestrel nestlings and try to add a piece to the puzzle in the mystery of the decline of this stunning and important species.

Get the young ones ready on Thursday, November 26 for a Sanctuary Storytime with the enthusiastic Hawk Mountain educators. Participants will read along in our interactive story time and learn more about the amazing world of wildlife and how to be responsible in nature.

On Friday, December 11, join Hawk Mountain Board Member Dr. Diane Husic of Moravian College who will discuss intelligent women, why raptors matter, and the words that could save our home in the online program, *Custodians of our Ecosystems: Women, Raptors, and Unsettling Words*.

Please note that a link to the webinars will be sent out about one hour before the start of the live program. A recording of the webinar will also be posted and shared to all registrants following the event.

Reminder for everyone to stay safe and continue mask wearing and social distancing, even on the Mountain. For information about visitation and current procedures, please visit hawkmountain.org/admission.

The year is coming
to a close, but
Hawk Mountain
isn't!

The Sweet Smell of Attentiveness?

To date, most vehicles that have a system that addresses driver fatigue simply warn the driver that they may be tired and to take a break - in other words, a passive system. But in its new S-Class model, Mercedes-Benz will feature a system that will actually intervene on the driver's behalf, actively helping them to remain alert and awake.

In response to the driver saying "I'm tired" aloud, the "Energizing" system will activate up to four systems to help increase the driver's alertness, including:

- Interior lights
- Temperature adjustment
- Seat massage system
- Fragrance



That's right, the vehicle will actually pump a fragrance that helps to increase a driver's alertness! Better viewed as "enhancing the driver's environment" than just "gassing the driver," Mercedes-Benz is applying research regarding humans' responses to aromas. As an example, you may already know that the smell of peppermint tends to wake up the brain - so be sure to recommend that to your students before they take a test!

While the solution might seem simple, the problem of drowsy driving is a big one. Each year, it is estimated that over 800 people are killed as a result of drowsy driving and over 40,000 people are injured.

This adds up to an estimated economic cost to society of over \$100 billion.

So kudos to Mercedes-Benz for continuing to develop solutions to help keep drivers awake. Now if they could just inject the aroma of French fries, that would be great...

As innovative as this idea seems to be, it's not a new one. Back in 2009, an article by the National Safety Commission commented that the need for some kind of system to alert drivers before they fall asleep was needed, but stressed that some proposed systems seemed to show more promise than others. The article pointed out that one system at the time that used aromatherapy to heighten alertness exhibited a couple of problems. Such a system used a camera that utilized facial recognition software to recognize when the driver started to yawn. A joint study by the University of California at San Diego (UCSD) and Sabanci University in Turkey found that yawning was ineffective as a predictor because, as someone starts to fall asleep, they yawn less, not more.

The article went on to say that studies designed to measure the effectiveness of aromatherapy had shown that the effect of aromatherapy may be due more to the placebo effect rather than any actual physical effects; that is, the user expects the aroma to work and thus reports a positive effect. An additional study by the University of Ohio looked at the effectiveness of lemon and lavender oils to improve mood. The experi-

ment's subjects were put under a mild stress and then were exposed to cotton balls soaked in lemon oil, lavender oil, and water as a control. Some subjects were "primed" by being told what odor to expect while others were not. The results showed that the subjects, when told what aroma to expect, reported an improved mood more often after they were exposed to the water soaked cotton balls than the ones soaked in lavender oil. Blood pressure and blood chemical tests taken before and after exposure showed no significant change in blood pressure or mood elevating chemicals.

The article concluded that, while aromatherapy systems may prove to have some measure of effectiveness on driver alertness while behind the wheel - either real or imagined - getting plenty of rest before hitting the road is the best way to remain alert. Relying too heavily on technology rather than paying attention to the driving task can spell disaster.



Sabine Englehardt, a futurolgist in "Social and Technological Research" for Mercedes-Benz, created the first "automotive room scent" for the high-end car manufacturer. Her research leads to innovative strategies and products and most recently into the new perfume atomiser, which is soon to enhance the interior of the new S-Class.



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Do Drivers Remain Alert While Using Automation?

Advanced driver assistance systems (ADAS) can assume some driving tasks and responsibilities, which may increase traffic safety or enhance driver comfort. For example, vehicles equipped with Level 2 (L2) automation can maintain lateral (i.e., lane keeping) and longitudinal (i.e., speed and headway) control, thereby reducing the demand on drivers to perform these tasks.

Yet, a critical requirement with these systems is that drivers remain engaged with the driving task and monitor the traffic environment at all times. In the case of automated control system failure, the driver must be able to regain control of the vehicle safely.

A key concern is that drivers using these systems may become inattentive or become drowsy while driving using these systems.

Researchers at the University of Utah carried out a study commissioned by the AAA Foundation for Traffic Safety to compare and contrast drivers' experiences when operating a vehicle under L2 automation with that of operating the same vehicle when automation was not engaged (i.e., under manual control). Drivers were largely inexperienced with L2 systems and were provided with training and instruction regarding their use. Physiological measures of workload and arousal were gathered for drivers in different age groups, different L2-equipped vehicles and different types of traffic environments.

Key Findings

When driving under L2 automation, parietal alpha (EEG) and DRT hit rates were lower and DRT reac-

tion time was longer, suggesting that participants paid more attention to the driving environment compared to when driving under manual conditions. This pattern of results was generally consistent across the different vehicle types and the age groups. Drivers also tended to pay more attention to the road when driving on the curvy Interstate compared to the straight Interstate.

Participants reported driving under partial automation to be more exciting but resulting in more nervousness compared to manual conditions. It was also revealed that:

- Nearly 68% said they would use the automated systems as much as possible while driving. However, more than 80% said they would not feel comfortable using it without monitoring the vehicle closely.

- Furthermore, 65% of the drivers indicated that they were not comfortable relinquishing control of the vehicle to the automated systems on curvy and hilly roads. Similarly, 54% reported that they were not comfortable relinquishing control of the vehicle to the automated systems in heavy traffic.

Under L2 automation, although the vehicle can control functions like acceleration and steering, the driver must remain engaged with the driving task and monitor the environment at all times. In light of these requirements, the current outcomes

are promising, showing that drivers, early in their experience with the L2 systems, were able to maintain their attention to the road and vehicle while using the L2 systems. They also expressed appropriate attitudes concerning the use of the systems and their responsibilities as drivers.

It is important to note that drivers in the study were relatively new users of the technology, were provided ample training and practice with the systems, and drove under the supervision of a university investigator. Many owners of vehicles do not receive or seek complete information about the use and limitations of their L2 systems. Recent AAA Foundation work has shown that drivers, once beyond an initial novelty phase, can begin to show increased engagement in non-driving (distracting) tasks. More research is needed regarding driver use of these systems over time and what approaches, consumer education, or training may promote the continuation of safe interactions with technology, such as those observed here. AAA Foundation is currently engaged on these topics.



NHTSA Recall App

One in four vehicles on the road have an unrepaired recall. The National Highway Traffic Safety Administration (NHTSA) is making checking vehicles for safety recalls easier with their new SaferCar free smartphone app, which allows drivers to park their cars in a “virtual garage” and will immediately be alerted if a recall is issued. Also, the SaferCar app will allow users to

receive recall notices for car seats, tires, trailers, trucks, vans, and motorcycles. SaferCar remembers all the vehicles and equipment registered and will even recommend local dealerships handling repairs.

Just follow these three easy steps:

1. Download the free SaferCar app at www.nhtsa.gov/safercar-app
2. Add your vehicle, then type in or scan your Vehicle Identification Number (VIN)

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Dinner cruise, JD Lanier Mansion, Old Friends Tour, Howard Steamboat Museum & Mansion, Kentucky Derby Steamboat Race, Taylor Made Farms Tour, horse-drawn canal boat, more.

Bays to Beaches

12-Day cruise on Oceania's *Riviera*
Feb 26-Mar 10, 2021 *from* \$3,849 per person*
Roundtrip from Miami: Old Bahama Channel, Oranjestad, Willemstad, Kralendijk, St. George's, Bridgetown, Pointe A Pitre, Gustavia. \$350 per person air allowance, \$200 shipboard credit per stateroom, prepaid gratuities.

7-Nt Bahamas Cruise

Royal Caribbean's *Anthem of the Seas*
March 28-April 4, 2021 *from* \$619 per person*
Roundtrip from Cape Liberty, NJ: Orlando, Perfect Day at Cococay, Nassau.

Ancient Adventures

12-Day cruise on Oceania's *Riviera*
April 23-May 5, 2021 *from* \$3,499 per person*
Italy to Spain: Slovenia, Croatia, Montenegro, Greece, Sicily, Amalfi/Positano, Rome, Florence/Pisa/Tuscany, Monte Carlo, Saint-Tropez, Provence. \$200 shipboard credit per stateroom, bottle of wine per person, air allowance of \$1,000 per person, prepaid gratuities.

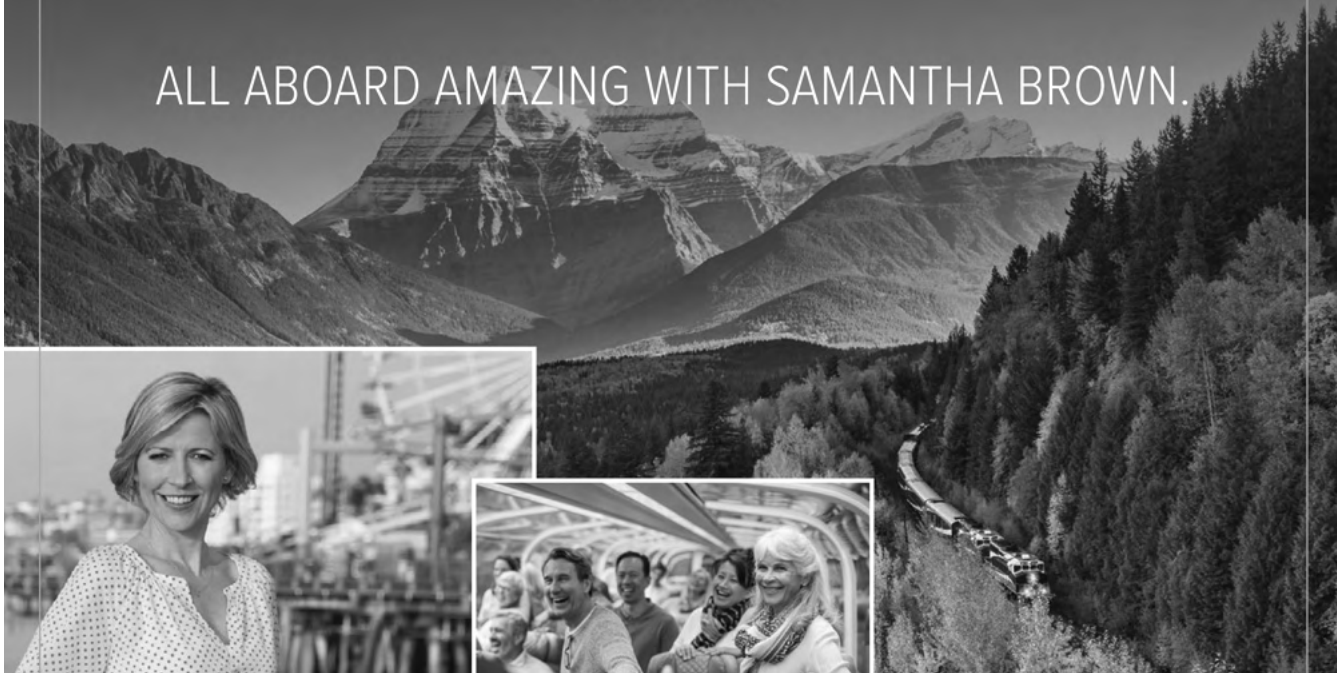


*Rates are per person based on double occupancy. Itinerary is subject to change at anytime without notification and/or compensation. **Rates are per person, double occupancy, cruise only and subject to change. Lowest fare stateroom category for specified departure. Subject to availability.



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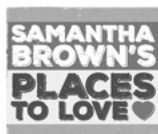
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