

3rd
QUARTER
2021

sharedtrack

INSIDE
THIS ISSUE

2 Message from the President

3 Standardizing Technology for Cost Savings
Detroit Meet The Crew FD40

4 Hurricane Ida Recovery Efforts

5 Meet the Crew - PR19
First Responders Railroad Training

6 Meet the Crew Extra Board
Conductor Robert Kilchrist

7 Operation Lifesaver
Injury Free

8 What's the Scoop Sup?

10 Celebration Station

11 Culinary Corner

12 Open Enrollment
Save the Date Holiday Party

Employee Appreciation Days

STEPHEN MCGINNIS | Communications Coordinator



In a year filled with quarantines, social distancing, and virtual meetings, it was with great excitement that Conrail was once again able to host the annual company picnic at Frogbridge Day Camp in Millstone, NJ this September. Conrail's employees persevered through an extremely difficult year, making it all more important that they realize their hard work and dedication does not go unnoticed. The company has been unable to host recognition events for their employees for a considerable amount of time, making it a well-deserved day of fun and activities for all employees and their families.

Every person in attendance received a t-shirt and employees received a Conrail picnic basket packed with a plethora of Conrail swag. The venue provided various activities and games for all ages. Families enjoyed the day swimming, kayaking,

playing miniature golf, tennis, basketball, and riding bumper and paddle boats. There were also a handful of games and friendly competitions hosted every hour by the event staff that included a whiffle ball tournament, tug of war and a scavenger hunt. The picnic was fully catered, and a DJ provided musical entertainment throughout the day.

To conclude the event, employees and children had a chance to win one of the many items raffled off throughout the day; the grand prizes were a Yeti Tundra Cooler and Hopper cooler. We would like to thank all that participated in making these events such an enjoyable experience. We strongly encourage you to take advantage of future appreciation events to reward you and your families for the important role we all have in Conrail's continued success.

Message from the President

As I approach my 6-month mark as your new President and Chief Operating Officer of Conrail, I couldn't be happier with the progress we have made thus far. Even though we have many challenges ahead of us, we should all be proud of what has already been accomplished.

We have implemented a fair and equitable Discipline Policy, as well as an Absenteeism Policy that helped with the manpower shortage that has plagued us for years. We have eliminated the step up pay for our new employees where now everyone is at 100% as soon as they are qualified and working their first assignment, rather than waiting five years. We have revamped our new hire training to get these new employees fully qualified and working on the property sooner rather than later. We restructured the testing plan for our managers to allow for more quality time with our employees. We have introduced critical elements as well as leading and lagging measures, where we get to the root cause of the problems rather than play the blame game. We have redefined roles and responsibilities to allow for the people closest to the work, to do the work. We have established new standards that have eliminated waste and inefficiencies. **We have returned to an operating company!**

We are still aggressively active in the hiring process, and that will not end anytime soon. With the impending elimination of the government stimulus monies, we should start seeing more people looking to rejoin the workforce and in turn hopefully join the Conrail team. We are still running tight in the Transportation Department. We currently have 19 people in training that will be on the property soon filling those vacancies. It does not end there; we will continue to hire for the Transportation Department and we will soon have a Locomotive Engineer class beef up our Engineer pool. Bottom line, help is on the way!

On the Safety front we have a mixed news story to share. On the personal safety front, we have 8 reportable Personal Injuries year-to-date compared to 16 same time last year. You should all feel a great sense of pride in that reduction. Our friends, families, and loved ones are depending on us to return home safely and you all are delivering on that promise in a very big way. Well Done!

In the train derailment arena, we have some work to

do. This year we are standing at 80 total derailments compared to 69 same time last year. The most concerning is the human factor derailments. We are currently sitting at 45 human factor derailments compared to 40 same time last year. We must slow this rate; we must take the few extra seconds necessary to get the job done right. All of these derailments were avoidable, and we need to truly believe that to be the case. Blind shoves, run through switches, running over derails, all of which could have and should have been avoided. It is up to us to turn the tide. Let's put a full court press in place to eliminate these issues, once and for all.

On the Service front, our Key Performance Indicators (KPI's) are moving in the right direction. On Time Performance is at 83.83% against a goal of 90%. LOPA/LSM (delivery performance to our customers) is at 91.30 against a goal of 92%. 32-hour cars are at 796 compared to a goal of 780 (daily). Average daily car dwell is 22 hours against a goal of 24 hours. These types of numbers do not come by chance, it is an attention to detail and excellent execution of the plan that delivers these results. It is every department working together for a common goal that allows for this type of world class service to our customers. Keep up the great work!

I wish I had more information for you at this time with the announced government mandated COVID vaccinations. At the time of this newsletter, there is no clear direction, and I will keep you updated as more information becomes available. I encourage you to get the vaccination, but at this time it is still a personal choice, until we are mandated otherwise.

I have no doubt that with all the momentum that we have made with Safety, Service, and Value, we are poised to finish the year strong and start 2022 in a very positive position.

Thank you all for what you do day in and day out that makes this a great railroad and the premier transportation company for our customers.

Brian Gorton,
President and Chief Operating Officer

Standardizing Technology for Cost Savings

STEVE VANT | Director Signal Maintenance & Construction

Just because we are not a class I railroad, doesn't mean we have to settle for a Class II signal system. The Conrail Signal Department prides itself on being a work group that gets the job done by being resourceful. From the front-line signal maintainer to the engineering staff, we all have a stake in making sure the work we do is correct, reliable, and most importantly, safe. To make this happen we have been working towards standardizing our future signal locations by creating blueprints and software programs we call, typicals.

One of the most recently deployed typicals we have created is for the many Intermediate Signal Locations we have on Conrail. We've created both a one and two track version of this and have recently deployed two of the systems in Michigan on the Detroit Line. These systems utilize the latest in vital signal processing, called an ElectroLogIXS. The ElectroLogIXS, or ELX for short, is a programmable logic controller that's designed specifically for railroad signaling applications, which also allows for future PTC expansion. This device is programmed to meet the needs of various types of signal locations. There are a couple different choices when using and programming equipment like this. We can customize the ELX for each specific location or we can configure a single program to be universal across all applications. A fully custom site will make the equipment fit like a glove for each location where all the specific location parameters are hard programmed into the ELX. This is good for control points where most locations on Conrail have varying differences. We chose the latter and came up with a standardized program and set of blueprints. Both items will help us in the future to efficiently upgrade locations that have become obsolete.

In addition to this standardization, we added a few useful features to help us identify signal issues quickly. These features include sending indications through the dispatch system to notify train dispatchers of power outages, bulb outs, faults, and even switch failures at hand operated switch locations between control points. As an energy conservation measure, we only light signals when a train is approaching in the event of a commercial power outage. This feature conserves the standby batteries as lighting signal lamps put the largest drain on the system. As an additional safety precaution, we added some industry best practices, such as health relays, that force the system to display stop signals in the extremely rare event of a computer glitch within the processor. This was historically done through the electronic equipment only, but the industry has moved to a more robust option. All these improvements, along with other best practices provide for a safe and reliable system to be used within our many miles of signal territory. These key features will help keep the engineering costs down which will allow us to deploy more of these locations in a shorter period and give us the ability to quickly deploy a brand-new site in the event of a catastrophic failure.

Ideas like this are made possible by the suggestions of our entire signaling team and even those in other crafts. Our Signal Department strives to make Conrail's physical plant run reliably through the technology we install and maintain. Getting suggestions from our customer, the Transportation Department, and our team within the Engineering Department, help us build and maintain our signal systems to a level that we all can be proud of.

Detroit Meet the Crew FD40

WILLIAM AYARS | Trainmaster

FD40 is a Thursday through Monday night job at Sterling Yard, serving Metalsa Truck Frame Sequencing Facility and Sterling Heights Assembly Plant (SHAP). Metalsa provides the automotive industry with metallic structures for heavy and light trucks. SHAP is operated by Stellantis North America and manufactures automobiles for Jeep and Dodge. The FD40 provides a full dock spot for the next day's shift at Metalsa and switches out and places frames to feed the next day's assembly line at SHAP.

The crew consists of Engineer Jeff Moroney and Conductor Jason Fabrizio. Moroney has been with Conrail since 2006 and Fabrizio joined Conrail in 2012. Even with the time sensitive nature of serving the automotive industry, safety remains of the utmost importance. "I always keep my head on a swivel and pay attention to my surroundings. My goal every day is to make it home to my family, working safely is the key to accomplishing that," said Fabrizio. Moroney echoed that sentiment adding, "It's Important we are all on the same page, everyone needs to make sure they are holding up their end of the deal."



Hurricane Ida Recovery Efforts

MICHAEL A. DIARENZO | Director, Asset Planning & Administration



and pin pointing all the areas of flooding and visible damage to come up with a plan of attack once the storm had passed.

Once the sun broke through the clouds and the waters receded, it was all hands on deck for the Engineering Department. In North Jersey, department heads rallied their teams together and got right to work repairing a total of 21 washouts where either the ballast shoulder or trackbed had been completely swept away by water (13 of the washouts were on main routes) and repairing or replacing a total of 18 switch machines and 5 Signal Bungalows in CP Bound Brook, CP Port Reading Junction, and at the Water Works Crossing. In South Jersey, our team quickly cleared 88 downed trees that high winds had knocked over on the Vineland Secondary.

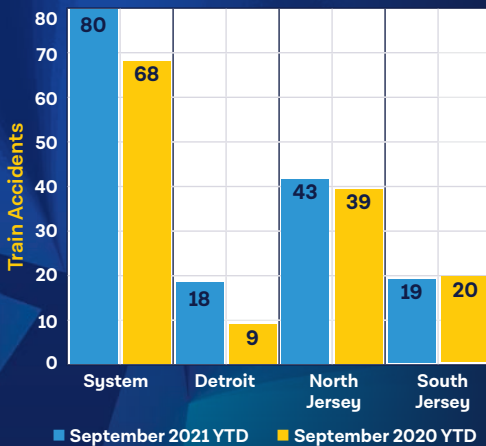
With 50 dedicated employees and managers on the ground 24/7, Conrail was able to reopen main line service within 48 hours and fully restore track

On September 1st, Hurricane Ida swept through Conrail's North and South Jersey/Philadelphia territories. It created extreme high flooding and tornados that caused mass destruction to public roads, communities, businesses, homes and the railroad infrastructure. Conrail's North Jersey territory was hit the hardest, seeing record-high flooding which surpassed Sandy and Irene levels. During the storm, Conrail's dedicated Track, Bridge, and Signal employees were consistently out patrolling the main routes

speeds within 10 days. Advanced storm preparation played a key role in the recovery effort, as stone ballast, equipment and material were all in place and staged ahead of time so that repairs could be made without delay. I would like to thank each and every one of those employees for their commitment to this Railroad and helping these recovery efforts run so smoothly!

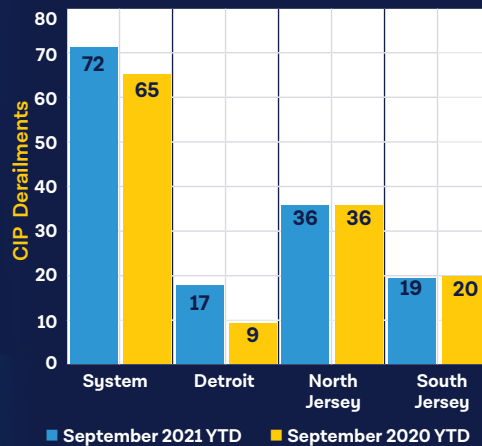
Safety/Service Measures

The number of Train Accidents has increased in 2021 vs. 2020



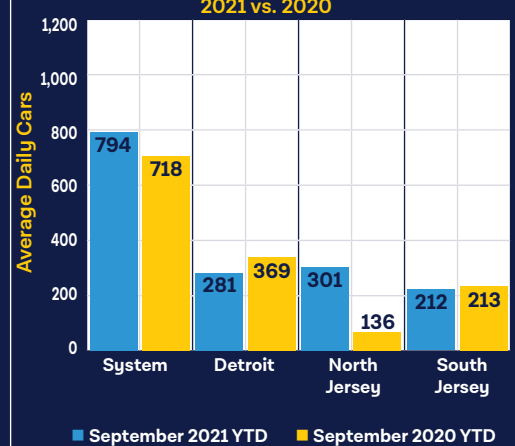
SYSTEM 18% Increase 2021 vs. 2020
DETROIT 100% Increase 2021 vs. 2020
NORTH JERSEY 10% Increase 2021 VS. 2020
SOUTH JERSEY 5% Improvement 2021 vs. 2020

The number of Derailments has increased in 2021 vs. 2020



SYSTEM 11% Increase 2021 vs. 2020
DETROIT 89% Increase 2021 vs. 2020
NORTH JERSEY No Change 2021 VS. 2020
SOUTH JERSEY 5% Improvement 2021 vs. 2020

Average Daily 32 Hour Cars has increased in 2021 vs. 2020



SYSTEM 11% Deterioration 2021 vs. 2020
DETROIT 24% Improvement 2021 vs. 2020
NORTH JERSEY 121% Deterioration 2021 VS. 2020
SOUTH JERSEY 0% Improvement 2021 vs. 2020

Meet the Crew – PR19

MO MEGALI | NJ District Superintendent

The North Jersey Crew PR19 works at Port Reading Yard and provides ethanol unit train service to Shell and Kinder Morgan on the Garden State Secondary.

Conductor Eugene Zebrowski and Engineer Andrew Arias have worked together on and off for 21 years. Zebrowski and Arias provided the following guidance to the new Conrail generation. “Working on the railroad may not be easy, it’s definitely not for everyone, but it’s a great career and I’m happy to do it for a great company,” said Zebrowski.

Arias echoed that sentiment and is proud of what he has accomplished due to his hard work over the years. “Working at Conrail has allowed me to own a home and put two kids through college at the same time, what more could a person ask for out of life.”

Arias has 21 years of injury free service. He is married to wife Deborah, is the proud father of four children: Andrew Jr., Amanda, Michael, Matthew, and has 1 granddaughter, Isabella. His hobbies include hunting, fishing, and raising tropical fish.



Zebrowski has 21 years of service with 5 years injury free. He’s been married for 17 years, has two sons Eugene and Lucas, and enjoys spending time at home with family, riding his motorcycle, and watching his kids play sports.

First Responders Railroad Training

JOE CACCAMO | Manager Hazardous Material & Environmental Compliance



On Saturday, October 2nd Conrail employees from various departments participated in a Hazardous Material exercise at the Pedricktown Industrial Facility located in Salem County, New Jersey. Conrail crews service multiple customers at this location and deliver a variety of Hazardous Material including flammable gas and various flammable liquid commodities. Conrail’s Hazardous Material Manager, Joe Caccamo, partnered with DOW to use their safety train for this exercise in order to prepare regional First Responders for a train derailment. A variety of First Responders from Salem, Gloucester, and Camden Counties as well as State and Federal Agencies participated in the event. The event was also sponsored through New Jersey TRANSCAER, an organization that encourages partnerships between responders and industries to develop awareness of transportation emergency preparedness.

The drill was based on a variety of scenarios meant to challenge First Responders in the identification and decision making to keep the public safe and help mitigate the incident. First Responders had to perform a rescue of a staged mock engineer and determine how to stop a variety of hazardous material releases. Participants were challenged along the way using a train consist and a variety of props to simulate leaking tank cars and emergency capping kits for stopping the leaks.

The mock emergency drill was a great success and an excellent learning experience for the nearly one hundred participants. Partnerships were made to ensure that in case of an incident, Conrail would be prepared to work closely with the response community to bring any event to a safe closure. Participants were all provided an invaluable learning experience on how to respond to a train derailment safely and the necessary information and skills needed to bring an incident to a safe closure.

Leading up to the exercise Conrail partnered with SMS Lines, a Short Line Rail partner to deliver training across three days. The training consisted of a Railroad 101 lecture, Railroad Equipment Identification, tank car awareness, and provided an in-depth understanding of valves and fittings on tank cars. The training was provided at the SMS Lines facility in Logan Township, New Jersey and drew First Responders from as far as Cherry Hill, New Jersey.

I would like to thank the numerous individuals and organizations who helped make this event possible and the first response community network throughout the South New Jersey Operating District that Conrail relies upon in case of an unforeseen event. We will continue to train our first responders and employees to keep delivery by rail the safest mode of transportation in North America.

Meet the Crew

Extra Board Conductor Robert Kilchrist

MEL LITTLE | Assistant SJ District Superintendent

South Jersey Conductor and qualified Engineer Robert Kilchrist has been with Conrail since 2015 and has spent the majority of his career on the South Jersey extra list.

Life on the list can test even the hardest of workers, but Kilchrist insists that there are a lot of benefits to being on the list.

“I enjoy that I get a chance to work with different people, drive different routes, and service different customers. It keeps things interesting: I get to operate on different routes, rotate who I work with, it’s something different every day,” said Kilchrist.

Although Kilchrist loves what he does and has a great attitude, he isn’t the only one who has to navigate working without a set schedule. “I have two young daughters that just started getting into different activities, and it’s hard to miss out on those things, but I am so thankful for my amazing wife Eileen. If it wasn’t for her, I don’t know if I would be able to do what I do every day. She’s on the list right there with me basically, and because of her I get to do a job I really love,” he added.

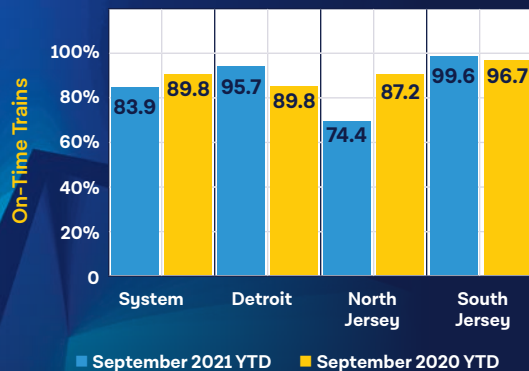
As a qualified conductor and engineer, he has bounced from list to list as needed, sometimes even working yard jobs in North Jersey. “I only did it when they really needed extra help, but I really enjoyed it. Like I said, I love when I get to learn something new and operate in a different area.”

Kilchrist knows he has some years ahead before he is senior enough to get a good hold down, but until then he’ll continue to answer the phone to find out what yard, what job, and what crew he is working with that day.



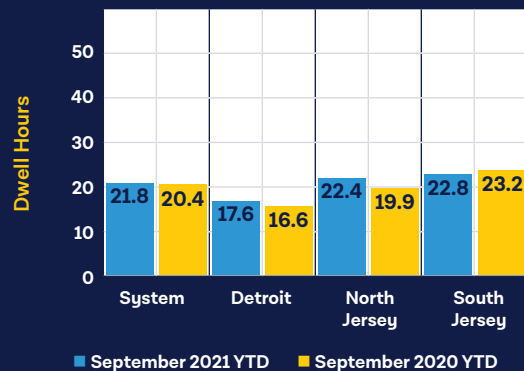
Safety/Service Measures

On-Time Road Train Departure performance has deteriorated in 2021 vs. 2020



SYSTEM 7% Deterioration 2021 vs. 2020
DETROIT 7% Improvement 2021 vs. 2020
NORTH JERSEY 15% Deterioration 2021 vs. 2020
SOUTH JERSEY 3% Improvement 2021 vs. 2020

Yard Dwell Time has deteriorated in 2021 vs. 2020



SYSTEM 7% Deterioration 2021 vs. 2020
DETROIT 6% Deterioration 2021 vs. 2020
NORTH JERSEY 13% Deterioration 2021 vs. 2020
SOUTH JERSEY 2% Improvement 2021 vs. 2020

Operation Lifesaver

BRIAN BAGINSKI | Director Risk and Operational Compliance

Rail Safety Week 2021 was September 20th – 26th. Since 2017, Rail Safety Week (RSW) has saved countless lives by educating and empowering the public to make safe decisions around trains and tracks, and raising awareness for the need of rail safety education. This annual week-long event is a collaborative effort among Operation Lifesaver, Inc., state Operation Lifesaver programs, and rail safety partners across the U.S., Canada, and Mexico. Rail Safety Week is spearheaded by Operation Lifesaver, Inc. (OLI), Operation Lifesaver Canada and the Mexican Association of Railroads (AMF), making it a true North American effort.

New Jersey Operation LifeSaver participated in Rail Safety Week by organizing a reusable shopping bag giveaway at many local grocery stores and other events. Six thousand reusable shopping bags were purchased by NJ OLI with funds from a federal grant. These bags have the Operation Lifesaver “Look Listen Live” logo on one side and a picture of a sample Emergency Notification Sign (ENS) which provides the phone and crossing numbers that would be required for reporting a crossing issue.

On behalf of Conrail, I participated with an NJ OLI bag giveaway at the Fresh Grocer on Inman Avenue in Colonia, New Jersey on September 23rd. Inman Avenue is one of Conrail’s busiest railroad crossings. This crossing is not only used by Conrail but also many NS and CSX trains daily. The manager of the Fresh Grocer gave us an open invitation to come back anytime. Bags were also distributed by NJ OLI at three other locations that week.



I was joined by NS Police Special Agent, Tom Jedic, and NJ DOT Representative, Josh Szulczewski. During our time at the Fresh Grocer we distributed 400 shopping bags. Each bag contained an Operation Lifesaver pamphlet and key ring with the OLI logo on it.

The shoppers were very receptive to receiving the free bag with information about railroad crossing safety. One shopper volunteered to pose for a picture with her filled shopping bags. Another shopper was a school bus driver that operates over Conrail railroad crossings in Perth Amboy. She spent some time with us discussing railroad crossing safety. I am proud to represent Conrail for New Jersey Operation Lifesaver and look forward to continuing to spread the word about Railroad Crossing Safety.

We would like to recognize all of our employees who have reached injury free milestones. Thank you for your dedication to safety.

Injury Free

DETROIT

Thomas Anders, Yardmaster, *10 Years of service*
Michael Green, Yardmaster, *10 Years of service*
Nicholas Hanus, Conductor, *10 Years of service*
Ryan Morrison, Trainmaster, *10 Years of service*
Brian Purdy, Conductor, *10 Years of service*
William Royster, Conductor, *10 Years of service*

MOUNT LAUREL / PHILADELPHIA

Douglas Adams, Sup. Service Delivery, *10 Years of service*
Keilla Oliveira, Customer Service Rep, *10 Years of service*

NORTH JERSEY

Shawn Hannon, B&B Foreman, *10 Years of service*
Matthew Hoagland, Conductor, *10 Years of service*
John Reilly, Carman, *10 Years of service*
Saheid White, Carman, *15 Years of service*

SOUTH JERSEY

Roman Bencik, Conductor, *10 Years of service*
Matthew Reganato, Engineer, *10 Years of service*
Travis Williams, Conductor, *10 Years of service*
Leo Luciani, Trainmaster, *15 Years of service*
George Miller, Carman, *15 Years of service*

What's the Scoop, Sup?

ISSUE NO. 01

SUNDAY, OCTOBER 17TH, 2021

PRICE 25 CENTS

Message from Detroit District Superintendent



I am honored to contribute to the Superintendent's Corner and highlight some particulars related to our Detroit operations. This year marks my 27th year working at Conrail and, although we've all had to make pandemic adjustments, collectively we continue to persevere through the

adversity. We continue to set our expectations high while focusing on safety and maintaining our corporate goals.

Our customer relations communications have grown into a much more productive dialog as parts manufacturing becomes infrequent and automakers facilities shut down. Our largest customer, Stellantis (formerly Chrysler) manufactures the Dodge Ram pickup and the Jeep Grand Cherokee. Seven facilities are responsible for building these vehicles

with volumes of 67,813 in 2020 and 63,045 YTD in 2021. We currently host weekly meetings with Stellantis and have been able to combine forces to achieve our mutual goals. During these trying times as inventory levels fluctuate daily, our processes for maintaining these levels have improved resulting in our serving yards becoming more fluid.

I also want to personally thank both our agreement professionals and management teams for their extra efforts the past 24 months; I want all of you to know your diligent efforts have not gone unnoticed.

As we move closer to the new year, I expect to meet and exceed our expectations for, not only the remainder of this year, but also into 2022 as well.

Kory S. Johnson
Detroit District Superintendent

Message from North Jersey District Superintendent



As we approach the 2021 fall season, the weather is transitioning from the heat of the summer, trees are changing color, children are preparing to celebrate Halloween festivities, hurricane season will be winding down and now we at Conrail must focus on preparations for the upcoming

winter season. T&E employees will need to evaluate their PPE; snow boots are in proper condition, making sure they are ready to dress in layers, and have proper gloves and outerwear. Engineering employees need to focus their work on preparing the railroad for winter conditions including winterizing switches and checking supply levels such as salt. Supervisors will meet and communicate with Conrail's customers to explain what is needed from them to maintain reliable service in winter conditions.

Before 2021 winds to a close, Conrail will complete a major infrastructure project, The Waverly Loop. This project is part of a public/private partnership with the Port Authority of

New York and New Jersey (PANYNJ). This will provide for a progressive move for intermodal traffic coming from the P&H line to Pike interlocking and will provide CSX a direct route into and out of Greenville Yard and the Greenville Container Terminal.

It is important to recognize the role each employee has played in enduring the difficulties faced during the COVID-19 pandemic. We all worked together to overcome challenges and keep the railroad running as efficiently as possible. As we are still dealing with the pandemic, we must remain vigilant and focus on maintaining a clean and healthy workplace. We encourage Conrail employees to protect themselves, their families, and their coworkers by getting vaccinated.

Looking forward, we need to stay focused and motivated to make Conrail the safest and most efficient railroad in the industry.

Mo A. Megali
North Jersey District Superintendent

Message from South Jersey District Superintendent



As summer ends, the South Jersey team has turned its focus on finishing 2021 with a strong customer service product as well as remaining injury free. Over the past year and a half, the team in the field has dealt with major changes in the workplace and their personal lives due to the COVID-19 pandemic. These changes have made us a stronger group as we continue to support one another and keep each other safe in the workplace. I take great pride in the relationships employees have with one another. South Jersey is successful as a result of working as a team - on every shift, every day, with every employee across our network. This team or family atmosphere on Conrail is something I will continue to build on as new employees join our organization.

During the past 18 months, a number of projects have been completed that have helped South Jersey grow as a terminal. They have increased efficiencies and allowed us to be more diverse in types of car volumes South Jersey can support. For example, the Paulsboro Wye track allows for a more seamless operation at Paulsboro Marine Terminal. We also began delivering finished automobiles that are offloaded at the Philadelphia Navy Yard. This automobile business is a new operation and the first time the terminal has serviced this type of rail traffic since the formation of Conrail Shared Assets in the Philadelphia area. Conrail has also worked alongside the staff at Repauno Port & Marine Terminal to help

their operation grow into one of the largest energy hubs in the area, with more economic growth planned over the next few years that will provide business opportunities for Conrail as well as highly paid labor jobs for the local economy. Conrail is currently replacing ties in South Jersey on the Beesley Point Secondary, Delair Branch & Chester Secondary. When complete we will have upgraded 35 miles of track (35,000+ ties), improving our infrastructure for years to come.

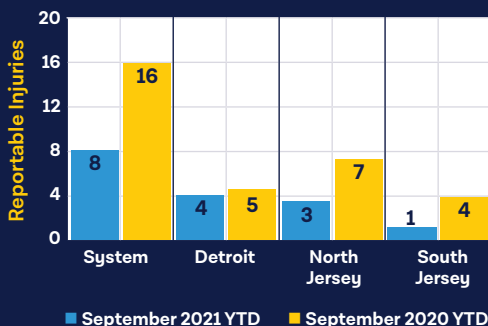
These projects show the diverse commodities that the South Jersey Terminal handles on a daily basis with more projects planned for the upcoming year. We have proven that the commodities we deliver support the Delaware Valley supply chain as well as areas far beyond our region. This has never been more evident than in the past 18 months when Conrail supplied many critical shipments to support pandemic relief efforts. Whether it be through chemicals used in life saving PPE or wood pulp used in shipping boxes to keep up with the e-commerce frenzy - Conrail was there on time, every time.

In closing, I would like to thank all South Jersey employees in all departments, as well as their families for a successful 2021. With the growth potential as well as South Jersey workforce's eagerness to expand their knowledge on different business opportunities, I truly believe the best is yet to come for our terminal. #TEAMCONRAIL

John Higgins
South Jersey District Superintendent

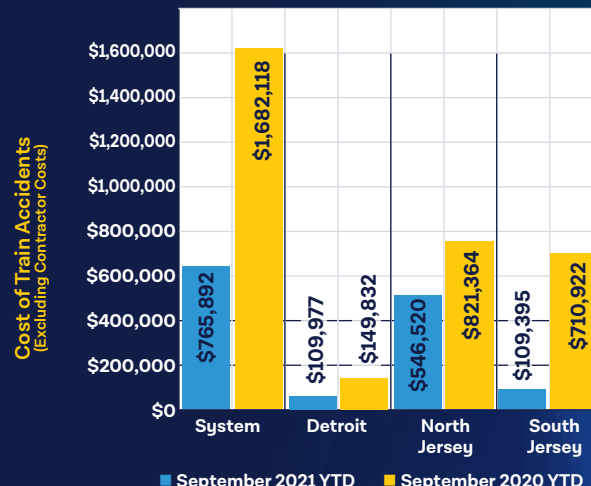
Safety/Service Measures

Maintaining a safe workplace is our #1 Goal.
Overall, safety performance has improved in 2021.



SYSTEM 50% Improvement 2021 vs. 2020
DETROIT 20% Improvement 2021 vs. 2020
NORTH JERSEY 57% Improvement 2021 VS. 2020
SOUTH JERSEY 75% Improvement 2021 vs. 2020

The cost of Train Accidents has decreased in 2021



SYSTEM 54% Improvement 2021 vs. 2020
DETROIT 27% Improvement 2021 vs. 2020
NORTH JERSEY 33% Improvement 2021 vs. 2020
SOUTH JERSEY 85% Improvement 2021 vs. 2020

Celebration



Station

Welcome Ashley Peacock



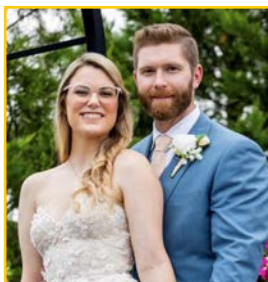
Ashley Peacock joined Conrail as Associate General Counsel in the Law Department on September 15, 2021. Ashley will primarily handle real estate and related matters, working closely with the Real Estate Department and Design & Construction. Prior to working at Conrail, Ashley was a Real Estate

Attorney at a mid-sized law firm in Blue Bell, Pennsylvania, focusing her practice on Real Estate and Corporate Law. Ashley has experience representing clients on a wide array of real estate and corporate matters, including, the acquisition and disposition of commercial and residential real property,

commercial and residential leases, license agreements, easements, title and survey review, corporate governance, and drafting and negotiating various corporate agreements.

Ashley received her law degree from Temple University's Beasley School of Law and her undergraduate degree from Penn State University. Outside of work, Ashley enjoys spending time with her husband, Sean, and her son, Dominic. Ashley also enjoys keeping active and spending time outdoors, especially on the walking trail along Kelly Drive. Ashley is a big Penn State football fan and an avid Philadelphia sports fan, with the Eagles and Phillies being her favorite teams. You can find her at Lincoln Financial Field during Eagles' home games yelling, "GO BIRDS" and hoping that she won't leave disappointed in the play calling.

Congratulations



Congratulations to Steve and Amanda Scullin who celebrated their Wedding Day on August 27th.



Congratulations to Tony Taylor and his wife Adrienne who will celebrate their 13th Wedding Anniversary on Oct. 24th.

Scholarship Winners



Congratulations to the new recipients of the Women's Aid and Frank Thomson Scholarship Awards for the 2021-2022 academic year.

Kaitlyn McPeak – The Pennsylvania State University

Cailey Appenzeller – Widener University

Thomas Hirst – Temple University

Alexis Vessels – Rowan College

Culinary Corner

JEWISH APPLE CAKE



- 3 cups unsifted flour
- 2 cups sugar
- 3 tsp baking powder
- 1 cup oil
- 4 eggs
- ¼ cup orange or pineapple juice
- 2 ½ tsp vanilla
- 3 to 5 large apples peeled and sliced

Preheat oven to 325 degrees.

Beat all ingredients (except apples) together until smooth.

Have sliced apples in a separate dish.

Combine together 2/3 cup sugar and 1 tsp cinnamon.

Pour ½ the batter into a large greased tube pan.

Put ½ of the sliced apples on top of the batter.

Sprinkle apples with ½ of the sugar and cinnamon mixture.

Pour the rest of the batter on the cinnamon and sugar mixture.

Top with the remaining apples.

Sprinkle the remaining cinnamon and sugar mixture on top of the apples.

Bake for 1 ½ hours or until done.

Remove cake from pan once cooled.

*Submitted by Sharon Hirst
Director Human Resources*

HOLIDAY POTATOES



- 2, 16 oz. bags plain shredded hash browns
- 1, 8 oz. sour cream
- 1 can cream of chicken soup
- ½ cup chopped onion
- 1 stick of melted butter
- 1, 8 oz. shredded cheddar cheese
- 1 tsp salt
- 1 tsp pepper
- Corn flakes

Preheat oven to 350 degrees

Grease 9x13 pan

Mix all ingredient except corn flakes. Pour into baking dish.

Crush corn flakes and sprinkle with corn flake crumbs.

Bake 45 minutes or until bubbly.

**You can make it the day before. Cover and refrigerate & sprinkle the corn flakes just before baking.*



*Submitted by Andrea Unterbrink
Executive Assistant & Office Manager*

HALUPKI CASSEROLE



- ½ head cabbage
- 1lb ground beef
- 1lb ground pork
- 1 small, chopped onion
- 1/3 cup uncooked rice
- 1 can tomato soup
- 1 can diced tomatoes
- 2 cans water
- 1 tbsp sugar
- 2 tbsp vinegar
- Salt & pepper to taste

Preheat oven to 350 degrees

Chop cabbage, place in bottom of 9X12 pan

Brown both meats and drain

Add chopped onion and spices

Stir in rice

Pour over cabbage

Mix soup, water, sugar, and vinegar in bowl

Pour over entire casserole mix

Cover and bake 90 minutes

Check after 1 hour

When done, mix entire casserole

*Submitted by Julie Barsh
HR Specialist*



330 Fellowship Road
Suite 300
Mt. Laurel, NJ 08054

PRSR
FIRST CLASS MAIL
U.S. POSTAGE
PAID
Permit No. 28
Bellmawr, NJ 08031

2022 Choice Plus Benefits Open Enrollment is here!

Please Enroll between October 14-27, 2021



Tobacco Certification is REQUIRED for 2022 to avoid the tobacco surcharge!



SAVE THE DATE
The Conrail Holiday Party is Coming!
December 11, 2021

**Details to follow*