

OCTOBER
2017



Shared Track

Employee Appreciation Days

By Stephen McGinnis, Communications Coordinator

CONRAIL STRIVES to not only set the bar for safety and service performance, but to also recognize employees for their contributions toward Conrail's success. Conrail believes it's important that employees realize their hard work and dedication does not go unnoticed. The company hosts recognition events as a way of thanking their employees and families for their commitment and devotion to the railroad. In June, employees and their families were invited to attend the 2017 Conrail Family Picnic hosted at Frogbridge Day Camp in Millstone, NJ.

Everyone in attendance received a T-shirt, and employees received a Conrail blanket. The venue provided various activities and games for all ages. Families enjoyed the day swimming, playing miniature golf, kayaking, playing tennis and basketball,

and riding bumper and paddleboats. There also were a handful of games and friendly competitions hosted every hour by the event staff. The picnic was fully catered and a DJ provided musical entertainment throughout the day.

In Detroit, employees were invited to experience firsthand the sights, sounds and sensations of America's fascinating formation, 300 years of American perseverance at The Henry Ford Greenfield Village. Employees could step foot in the lab where Thomas Edison had his lightbulb moment or the Wright brothers workshop. Families were able to enjoy a ride in a real Model T, a steam locomotive or just enjoy a walk through four working farms. 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.

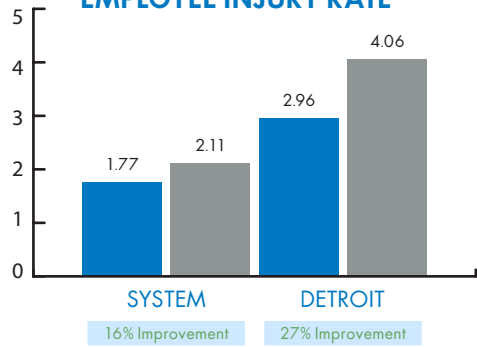


Detroit Shared Assets Area

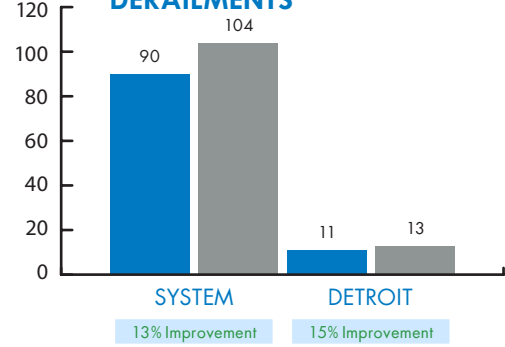
DETROIT SAFETY AND PERFORMANCE METRICS

■ Sept. 2017 YTD ■ Sept. 2016 YTD

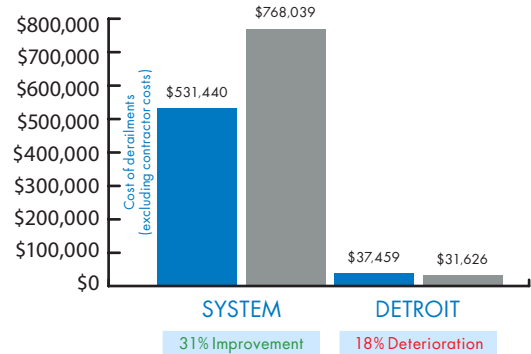
EMPLOYEE INJURY RATE



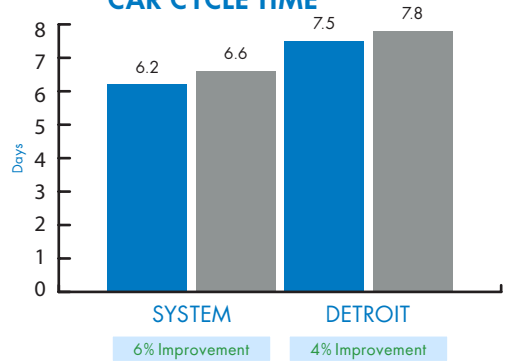
DERAILMENTS



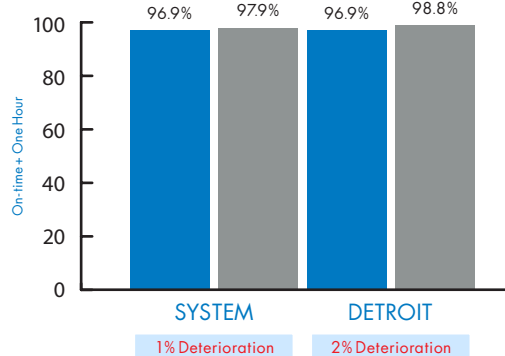
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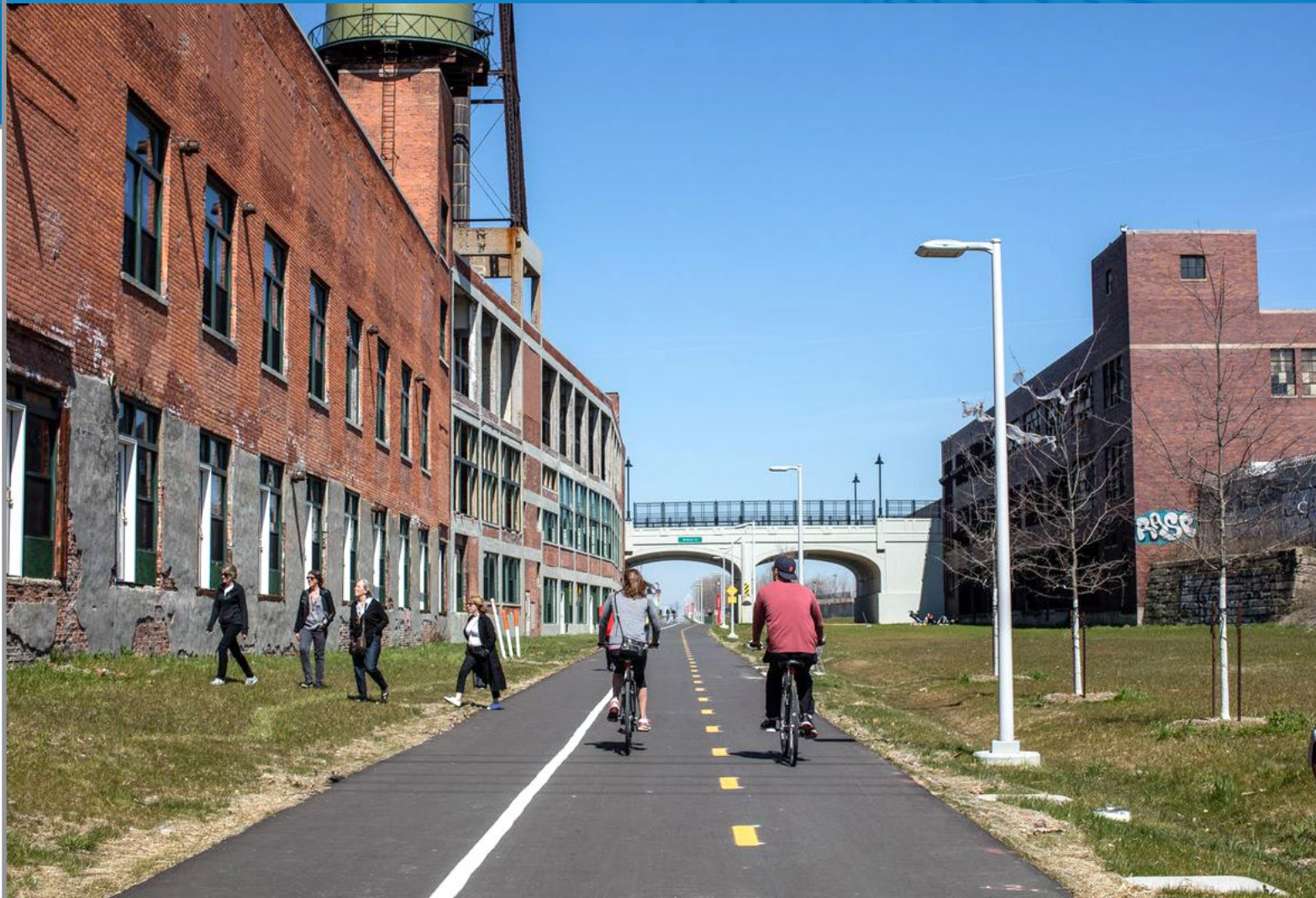
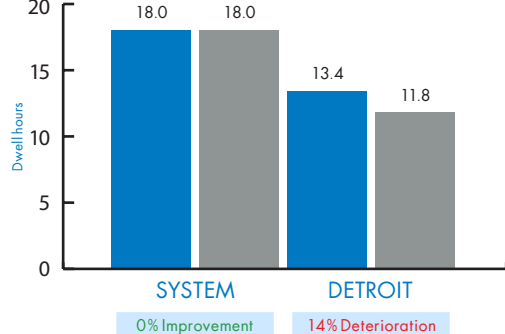
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



Detroit Purchases Conrail Property

GOOD NEWS for Detroit bikers, walkers and general green-space lovers: The city has struck a deal with Conrail to purchase 76 acres of railroad property, which will be transformed into a bike and pedestrian-friendly greenway.

The newly purchased land, stretching 7.5 miles, will connect to existing paths such as the Detroit Riverwalk and Dequindre Cut. With upgrades coming to the southwest Detroit Greenlink as well, the city envisions a 26-mile loop, known as the Inner Circle Greenway, when all is said and done.

“The Inner Circle Greenway is going to connect Detroiters from every corner of the city to some of our greatest resources,” said Mayor Mike Duggan. “Residents will have a safe and reliable non-motorized path of greenways and bike lanes connecting them to the riverfront, Eastern Market, parks across the city and more.”

The land, which was purchased for \$4.3 million, stretches along the Detroit Terminal Railroad, which previously

supplied materials for the Ford Model T assembly lines.

“Conrail has been part of the Detroit community for decades, and we’re so happy that this deal will help to further improve the community for generations to come,” said Conrail Vice President-Corporate Development and Chief Legal Officer Jonathan Broder, who added that the company will put \$500,000 from the sale into an escrow account to help “contribute toward remediation work along the route.”

Ultimately, when the full loop is completed, the city of Detroit is hoping to connect neighborhoods that were previously disconnected by the introduction of freeways. Since 25 percent of Detroit residents are without car access, the loop aims to provide safe routes for walking or biking.

The loop will run from 8 Mile Road to the Riverfront. Palmer Park, Clark Park and Lasky Park are just a few of the neighborhood parks that will be accessible for pedestrians and bikers via the path. There will be bike lanes, pedestrian paths, seating, lighting, public safety elements and other amenities.

“Conrail has been part of the Detroit community for decades, and we’re so happy that this deal will help to further improve the community for generations to come.”

— Conrail Vice President-Corporate Development and Chief Legal Officer Jonathan Broder

Alpha Resins

FAIRMOUNT SANTROL is one of North America’s largest producers of industrial sand and resin-coated products. The Chesterland, Ohio-based company operates a global network of mining, mineral processing, manufacturing, and resin-coating facilities. Fairmount Minerals’ specialized sands and coating technologies advance a vast array of industries and markets, such as construction, filtration, foundry, glass, sports turf, and oil and gas.

In Detroit, Alpha Resins LLC operates as a subsidiary of Fairmount Santrol and has helped to expand its range of foundry products to include a full line of high-performance resin systems.

Fairmount Santrol’s Alpha Resins technical center offers customized solutions for molding, core making and casting

operations. Their high-performance resin systems include no-bake, cold-box and shell technologies.

“We receive and process around three rail cars a week, depending on the time of year, and the service has been great. I always know what we have coming to us and when to expect it. There’s always a good line of communication from Conrail,” said Plant Manager Nick Hovious.

Fairmount Santrol’s Alpha Resins technical center, located in Detroit, MI, has a fully equipped testing and analysis lab with extensive capabilities for product development. Led by a team of experienced chemists that specializes in resin synthesis (formulation and compounding), their technical center excels in product formulations, process and product evaluation and testing, as well as small-scale production modeling.

Philadelphia/Mount Laurel

RECEIVING YARD
TRACKS 1-9

Simulator Training Coming to Conrail This Fall

CONRAIL RECENTLY purchased two locomotive simulators to be used for Positive Train Control (PTC) training. These simulators will be used to train locomotive engineers on the two types of PTC, the Inter-Operable Enhanced Traffic Management System (I-ETMS) for freight and the Advanced Civil Speed Enforcement System (ACSES) for passenger lines. Conrail is the first railroad to have simulators capable

of providing a life-like simulation run on either type. Conrail is the first railroad to utilize this technology to prepare their locomotive engineers for PTC.

The simulators are portable and can both be used at the same location or independently. This feature gives us great flexibility in our ability to “bring the training to the field.” Even though they are portable, these simulators contain many features that make them “true to life.” This is accomplished not only by the graphics and authentic controls, but by using our own Lehigh Line as a simulated run. Also, we can run simulations in all types of weather conditions as well as at night or during the day, allowing us to train our locomotive engineers for every possible scenario.

In addition to the Conrail Lehigh Line simulation, we also have an Amtrak Northeast Corridor simulation. We will use this line to simulate runs using ACSES. Unlike I-ETMS, which is a satellite-based method of train control, ACSES uses transponders placed in the gauge of the rail to communicate with locomotives and convey information such as speeds and signal aspects.

The training began in North Jersey this September. Every locomotive engineer will complete three scenarios, which should take about an hour and a half each to complete. These scenarios simulate runs where the locomotive engineer will encounter various aspects of the PTC system. Upon completion of this training, our locomotive engineers will have the most thorough working knowledge of PTC and how to comply with this new technology.

Look for these simulators to come to your area. Take a moment to observe them in use. I am sure it will enhance your knowledge of PTC and how it will impact our industry.

Brian Baginski
Manager of Operating Rules And Regulatory Compliance



Rail Day on the Hill

STATE REP. ROB MATZIE recently saluted the rail freight industry and its workers with two measures adopted unanimously by the state House of Representatives.

“National Train Day commemorates these wonderful machines that have inspired so much of history and have done amazing things for economies and industries all over the world, as well as the role they play in our lives,” said Matzie about his House Resolution 225.

Matzie said National Train Day annually celebrates the day the nation’s first transcontinental railway was completed in May of 1869, in Promontory, Utah.

“The development of rail has revolutionized the commonwealth, transforming Pennsylvania into an industrial powerhouse,” Matzie said. “Now, more than ever, rail is an essential part of our transportation infrastructure, helping to reduce congestion on the roads and in the skies, connecting cities and rural communities, and providing a more environmentally friendly mode of transportation that contributes to our energy security.”

Matzie’s H.R. 226 recognizes the freight rail industry and its employees.

“Pennsylvania has more operating railroads than any other state in the nation, and has over 5,000 miles of track, and railroads in the state and collectively employs more than 13,000 Pennsylvanians,” Matzie said. “Railroad jobs are among the best family-sustaining jobs available today.”

Matzie said freight rail remains essential to economic growth and innovation by creating an estimated 170,000 good-paying jobs nationwide. Freight rail companies have greatly aided this growth by reinvesting \$600 billion in revenues toward equipment, maintenance and rail expansion since 1980. These economic advances can be felt right here in the Commonwealth, which operates more freight railroads than any other state.

“Freight railroads spur \$274 billion in economic activity nationwide, support 1.5 million jobs and improve life in towns across the nation,” Matzie said. “Freight rail moves approximately 40 tons of freight for every person in the United States, and has evolved to become one of the most fuel efficient means of transporting goods, able to move one ton of freight about 484 miles on one gallon of diesel fuel.”



As part of “Rail Day on the Hill,” Matzie introduced three guests in the House chamber: Keystone State Railroad Association’s Executive Director John Burch, Conrail’s Vice President-Corporate Development and Chief Legal Officer Jonathan Broder and Norfolk Southern’s Resident Vice President-Government Relations Rudy Husband.

“National Train Day commemorates these wonderful machines that have inspired so much of history and have done amazing things for economies and industries all over the world, as well as the role they play in our lives.”

— State Rep. Rob Matzie

Connections

Mount Laurel/Philadelphia

Injury-free Years of Service

- Kevin Christy, Senior Accountant, 5 years of service
- Mark Rosseljong, Real Estate Specialist, 5 years of service
- Adam Baginski, Manager-Engineering Services, 10 years of service
- Geoffrey Johnson, Train Dispatcher, 10 years of service

First Anniversary

- Joseph Callandrillo, Customer Service Representative
- Steven Magouirk, Customer Service Representative

Detroit

Injury-free Years of Service

- Christopher Gascon, Conductor, 5 years of service
- Scott Childs, Machine Operator, 5 years of service
- Andrew Brow, Engineer, 5 years of service
- William Robinson, Trainmaster, 5 years of service
- Dave Medley, Conductor, 5 years of service
- Joseph O'Connor, Conductor, 5 years of service
- Ryne Schafer, Conductor, 5 years of service
- Daniel Schoenherr, Welder Foreman, 5 years of service
- Michael Novakowski, C&S Maintainer, 5 years of service
- Brian Falahee, C&S Maintainer, 5 years of service
- Jason Campbell, Sheet Metal Worker, 5 years of service
- Frank Fuimano, Service Delivery Compliance Officer, 25 years of service

Retirements

- Roman Kaliszczak, 41 years of service
- Hermilo Sanchez, 41 years of service
- Thomas Szpond, 41 years of service



// 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."

— Conductor Jason Fabrizio
5 years of service

South Jersey

Injury-free Years of Service

- Austin Miller, Conductor, 5 years of service
- Lawrence Brady, Mechanic, 5 years of service
- Malcom Beverly, Conductor, 10 years of service
- Ryan Galvin, Conductor, 10 years of service
- Mark Rudderow, Electrician, 10 years of service
- Charles Seitter, Yardmaster, 10 years of service
- Christopher Rinker, Machinist, 10 years of service
- Michael Duross, Foreman, 15 years of service
- Robert Conley, Terminal Superintendent, 25 years of service
- John Held, Yardmaster, 40 years of service

Retirements

- Andrew Toton, 40 years of service
- Jeff Hand, 43 years of service

// I work as safely as I can, not just for myself, but for everyone around me. We are all out here together and it falls on us to ensure everyone goes home safely every day."

— Car Inspector John Latanzo
25 years of service



North Jersey

Injury-free Years of Service

- Dana Johnson, Welder Foreman, 5 years of service
- Giuseppe Occhipinti, Engineer, 5 years of service
- Victor Severini, Machinist, 5 years of service
- Kenneth Wislinski, Foreman, 5 years of service
- James Smith, Engineer, 5 years of service
- Orian Alleyne, Machinist, 5 years of service
- Jose Merendeiro, Foreman, 5 years of service
- Joseph Tarallo, Engineer, 5 years of service
- Robert Byrnes, Block Operator, 10 years of service
- Albert Clark, Engineer, 10 years of service
- Michael Herbert, Engineer, 10 years of service
- Jim Reeves, Conductor, 10 years of service
- Scott Anderson, Carman, 10 years of service
- Aaron Moore, Engineer, 15 years of service

- Reston Myron, Engineer, 15 years of service
- Christopher Hang, Engineer, 15 years of service
- John Finnegan, Engineer, 15 years of service
- Michael Moore, B&B Foreman, 25 years of service
- Willie Stevens, Yardmaster, 25 years of service
- Bruce Sirio, Engineer, 25 years of service
- Randy Durant, Conductor, 25 years of service
- Thomas Green, Engineer, 30 years of service
- Leonard Brugnola, Foreman, 40 years of service

Retirements

- Mary Sotanski, 7 years of service
- Robert Pomponio, 41 years of service
- Thomas Sculthorpe, 42 years of service



// You have to always be aware of your surroundings and do the job to the best of your ability."

— Engineer Kenneth Reilly
40 years of service

Connections

Stephen Pullen

As a T&E employee on the extra board, keeping a schedule can be rather difficult, but for Conductor Stephen Pullen, he was not only able to handle being on the extra board, he also was able to continue working as a volunteer firefighter for the Freehold Borough NJ Fire Department for almost 20 years. Pullen is currently serving as the Chief for the borough's Fire and Rescue Department. "Working as a firefighter, you never know when you're going to get called into action, so when I got hired on the railroad it was pretty easy for me to adjust to the schedule. I am just happy I am able to do two things that I really enjoy," Pullen said.



TJ Gaffney



"WHEN I FIRST started working for Conrail I realized that most of the people I worked with didn't fit the "railroader" stereotype, that's when I realized, none of us did," said Car Inspector TJ Gaffney. Gaffney has worked for Conrail for only 3 years, but has a long relationship with the railroad industry.

He received his bachelor's degree in history from Denison University; he went on to study at Clemson University, where he received his master's degree in American transportation history. He joined the staff of the Port Huron Museum as the Curator of Collections in 2000.

In 2006, he authored his first book, "Port Huron: 1880-1960," based in large part on the postcard collection his father, Thomas John Gaffney, had collected for over 40 years. During this time, he also became an Adjunct Professor at Baker College.

As a member of the Port Huron & Detroit Railroad Historical Society, his taste for the mechanical aspect of transportation continued to grow, restoring historic locomotives and rail cars, Gaffney brought a wealth of knowledge with him when he was hired, but he maintains that he continues to learn every day thanks to all the people in the car shop.

// This is just a really great place to work, with people from all walks of life that I never would have encountered if I hadn't started working for Conrail."

— Car Inspector TJ Gaffney

Dennis McCaffrey

B&B FOREMAN Dennis McCaffrey has been a member of International Association of Approved Basketball Officials' Board 33 since 1994. He served on the Mechanics and Techniques, Membership and Mentor Committees. He officiated at the college level for many years in the CBOA, NJAC and CACC conferences. He worked several NJSIAA state finals and TOC events. He currently officiates high school basketball and mentors new officials. He has coached a variety of youth sports in his community.

// I approach every day on the railroad and every game on the court the same way, do I have the proper tools, plan, and people to accomplish the job. And most importantly is everyone playing/working as a team."

— B&B Foreman Dennis McCaffrey

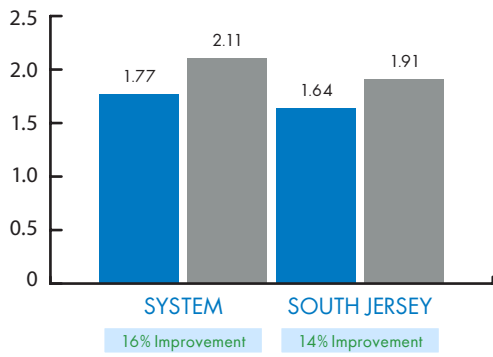


South Jersey Shared Assets Area

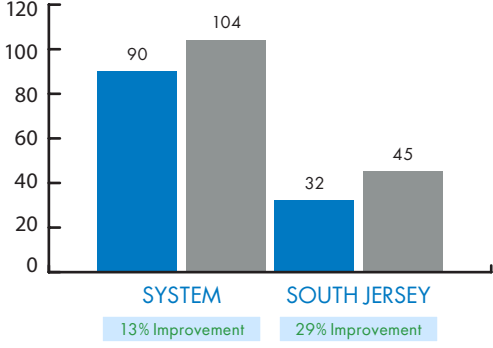
SOUTH JERSEY SAFETY AND PERFORMANCE METRICS

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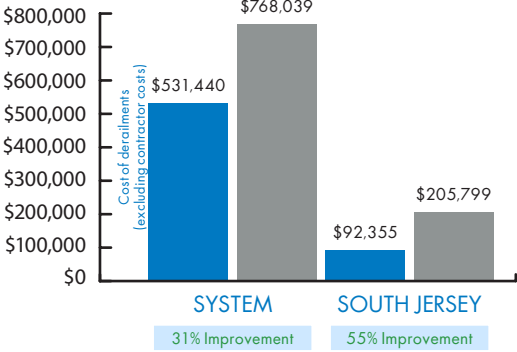
EMPLOYEE INJURY RATE



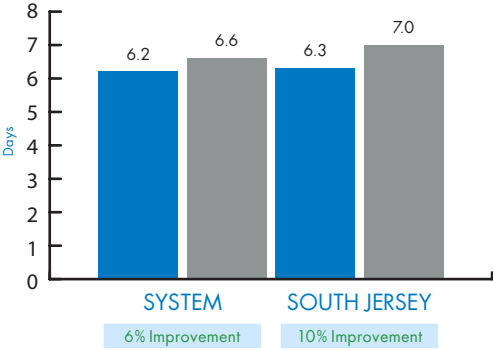
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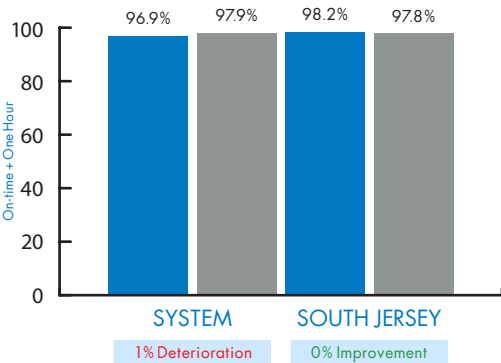
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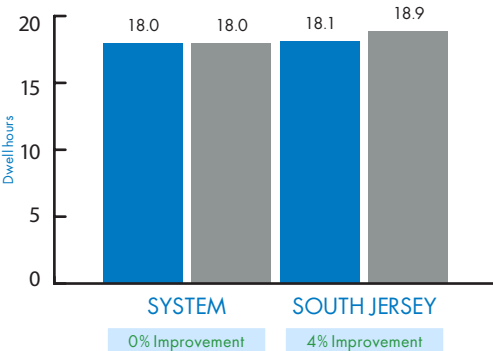
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



2016 GREEN CHAMPION CERTIFICATE

presented to

CONRAIL - CAMDEN

for contributing to a sustainable community by disposing

12 TON(S) OF WASTE

at the

LANCASTER

WASTE-TO-ENERGY FACILITY

1911 River Road, Bainbridge, PA 17502

Your waste generated **6,439** kilowatt hours of **renewable energy**. By disposing your waste at a waste-to-energy facility instead of a landfill, you **offset 12** ton(s) of **carbon emissions**.

Conrail Camden Recognized

WE ARE pleased to present Conrail Camden with the 2016 Green Disposal Certificate, which highlights the benefits of their sustainable choice to dispose of its waste at Lancaster County Solid Waste Management Authority's (LCSWMA) Lancaster Waste-to-Energy (WTE) Facility.

This certificate recognizes the environmental benefits of combusting Conrail's waste at the Lancaster WTE Facility, including the renewable energy generated to help power our community and the CO2 emissions avoided. Additionally,

by choosing to not landfill the waste, you've helped to preserve the land. Conrail's waste generated 6 thousand kilowatt hours of renewable energy and by disposing of waste at a waste-to-energy facility they offset 12 tons of carbon emissions. We thank you for your commitment to making waste a resource for our community.

Sincerely,
James D. Warner
Chief Executive Officer

Energy Transfer Partners

THE MARCUS HOOK Industrial Complex (MHIC), the former Sun Oil/Sunoco refinery built in 1902, is Energy Transfer Partners' premier terminal in the eastern United States. It can receive natural gas liquids and refined products via marine vessel, pipeline, truck and rail.

As the terminus of Sunoco Pipeline's Mariner East 1 pipeline project, MHIC receives ethane and propane from western Pennsylvania via Mariner East 1 for distribution to domestic and international markets. It will provide similar distribution capabilities for the Mariner East 2 pipeline when it commences operations. Sunoco Pipeline is a subsidiary of Energy Transfer Partners.

The Mariner East pipelines will revitalize MHIC, which was closed as a refinery in 2011 only to be revived as a world-class hub for natural resources from the shale fields of western Pennsylvania, eastern Ohio and West Virginia. These resources are known as natural gas liquids (NGLs) and include propane, butane, ethane and natural gasoline, which are produced in the natural gas extraction process. These natural resources can be used as fuels, refrigerants and feedstocks for the petrochemical industry to produce everyday items such as clothes, plastics, coatings, detergents and medical devices.

The facility began receiving propane in January 2015, and currently receives approximately 70,000 barrels a day of propane and ethane for distribution to local, regional and international markets. MHIC last month commissioned a first-of-its-kind ethane truck-loading rack to complement its existing propane terminal that supplies propane for local/regional delivery.

MHIC has a capacity of approximately 5 million barrels of storage capacity for NGLs and has an existing refined products storage capacity of approximately 2 million barrels. Refined products include gasoline, diesel, jet fuel and kerosene, among other petroleum products.

"Since 2012, we have progressively expanded our rail facilities and surrounding operations. We expanded the volume of rail cars for propane, butane and natural gasoline, and successfully worked with Conrail to increase staffing at the site to handle additional throughput. We look forward to working with Conrail in the future as growth within our facility requires expanded distribution channels, including rail," said Nick Scott, Terminal Scheduler, Marcus Hook Energy Transfer Partners.

North Jersey Shared Assets Area

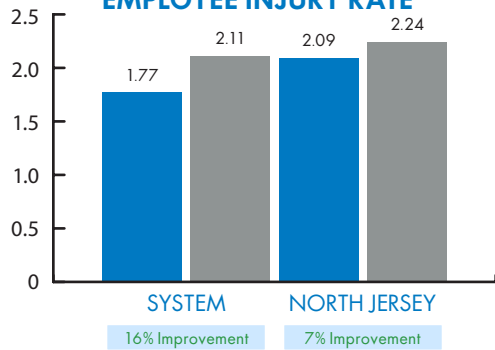
RECEIVING YARD
TRACKS 1-9



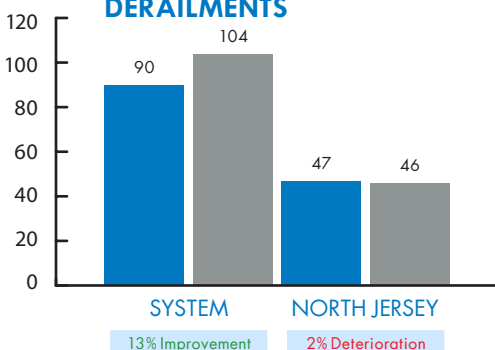
NORTH JERSEY SAFETY AND PERFORMANCE METRICS

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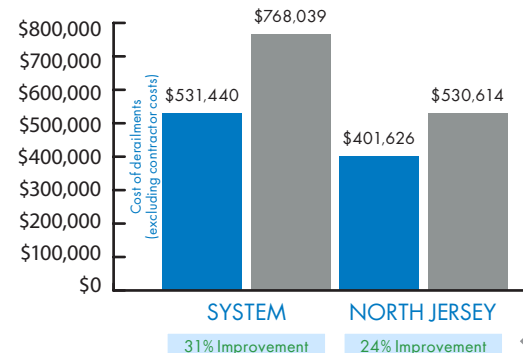
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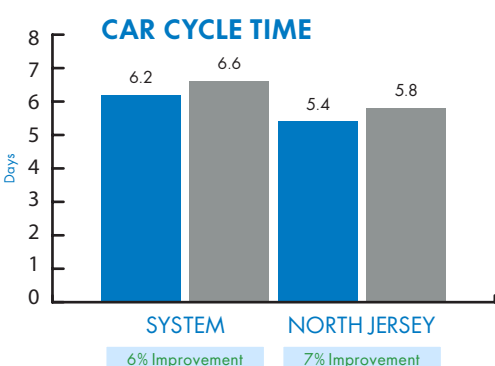
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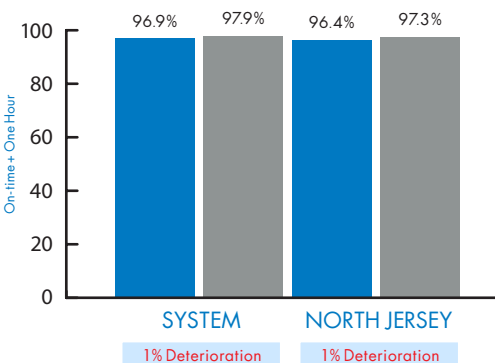
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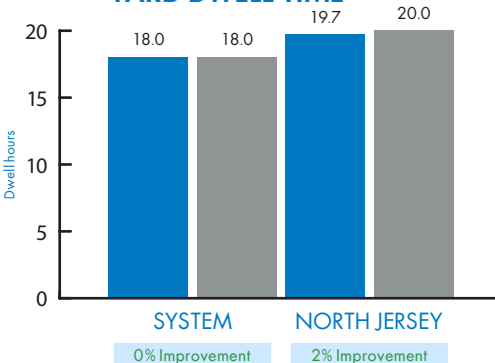
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



When the Circus Comes to Town

By Brian P. Simon, Area Road Foreman & Assistant Rules Examiner

FOR 146 YEARS the Ringmaster would announce, “Ladies and gentlemen, the Ringling Bros. and Barnum & Bailey welcomes you and presents the Greatest Show on Earth!” But, before the performers could amaze and thrill their audiences, hours, weeks and months of planning and set-up were needed. Advance scouting of locations would take place as much as a year ahead of a show.

Throughout the years Conrail was a part of bringing shows to the New York and New Jersey area for the Ringling Bros. and Barnum & Bailey (RBBB). Shows in Manhattan, Brooklyn, Long Island, Newark, Meadowlands and Trenton all would be handled in part by Conrail train crews. The Movement Office and managers also played roles for other cities with the train dispatched over the territory or “water stops” while traveling through the area. A “water stop” would consist of stopping the train, unloading the animals for a walk, cleaning the stock cars and refilling the train with water. Without Conrail’s help, a missed connection or late load-in or out would have meant canceled shows in one of those cities.

RBBB operated two trains. Each train would present challenges for the railroad when arriving at their destinations. The Red and Blue Units were small cities on wheels averaging 325 passengers. Each train consisted of approximately 35 coach cars, four stock cars, two souvenir container cars and 19 equipment flats. The Red Unit was 60 cars, 4,370 tons, and 5,320 feet long while the Blue unit was 61 cars, 4,490 tons and 5,409 feet long. Each section of the train would require special handling and many times be placed in different locations within the yard and sometimes different yards. Consideration was necessary for proper location and placement for each part of the train. The train would be at that location a week or more. Coach cars needed to be placed near a fire hydrant to supply water and allow truck access for food deliveries to the “Pie Car.” Shuttle bus access as well as an area for performers and workers to get off the train, walk around, and park their vehicles also needed to be considered for the location of the coach cars. The stock cars needed a location level enough to clean cars, unload and load the animals. Souvenir cars needed a location for daily truck access to get the souvenirs to the arena. The equipment flats needed a track capable of driving vehicles and wagons on and off the end of the train. The two trains were on the road eleven months out of the year, taking December off. Each train performed a different show for two years and alternated cities every other year. This allowed a different show in each city every year. The “Pie Car” was the diner car offering food to be purchased from early breakfast to late nights. A mechanical car carried tools and parts for repairs. The onboard mechanical staff, led by the Circus Trainmaster, could make repairs to the train including changing of wheels if needed while at

the event city. Spare wheel sets would be stowed under areas of the train. The circus families lived on the train, including having kids attending school while hopping from town to town. At the arenas, setup would include a school, food truck and a post office for circus employees. The only part of the train not provided by the circus was the locomotives, train operating crew and a caboose or marker.

Coordination among Ringling Bros. and Barnum & Bailey, Conrail, and connecting railroads was essential to a successful load-in and out to make the scheduled shows. Planning the train movement was essential for the comfort of the animals and people as well as reduced travel time within the terminal. Approximately six hours was needed to unload a train with twelve hours needed to setup the show. All Conrail departments had roles while the circus was in town. This included coordination of interchange times, operating windows, operating and handling of the train, inspecting tracks, building loading pads and assisting RBBB’s own mechanical crew with inspections and occasionally repairs to the train.

Conrail and its predecessors had a long history with the Ringling Bros. and Barnum & Bailey circus. The first circus troop opened outside of Philadelphia in 1724. The first complete circus performance happened April 3, 1793. In the 1840s, the circus used boxcars to transport between cities. 1871 was the first year of P.T. Barnum’s “The Greatest Show on Earth.” On April 18, 1872, P.T. Barnum’s circus loaded piggyback style on to flatcars on the Pennsylvania Railroad with rented sleeper cars to become the first unit train concept. By the 1890s circuses had dedicated trains. Ringling Bros. purchased Barnum & Bailey Ltd. in 1907 and combined shows started in New York City on March 29, 1919. RBBB purchased hospital cars after both World War I, 1923, and World War II, 1947. The longest circus train was operated by RBBB in 1947, which consisted of 109 cars. RBBB formed the second rail unit in 1969. The final Ringling Bros. and Barnum & Bailey circus performance of “Out of This World” was on May 21, 2017, in Uniondale, NY.

Conrail was the last freight railroad to handle a loaded circus train going to a performance. The Blue unit was handed off from Norfolk Southern at Newark, NJ, and transferred by Conrail to Amtrak, then on to the Long Island Railroad for its final load-in. That day also was the final time both of the entire trains were in the same location together. CSX Transportation brought the empty Red unit earlier that day to Oak Island, after its final performance of “Circus Extreme” at Providence, RI, on May 7, 2017. Conrail’s Oak Island yard was the final destination for both Red and Blue units as single whole trains following their final performances. At Oak Island, Conrail separated the cars and sent them out to their new owners. Cars not purchased at auction in April 2017 were returned home for a final time to Palmetto, FL, for disposition. Unfortunately, the Ringling Bros. and Barnum & Bailey circus, “The Greatest Show on Earth,” will not go on...

Process Improvement Teams

THE PROCESS Improvement Teams have played a key role in improving our operations during 2017 and will continue to play a key role with what they have accomplished. The teams that will continue to operate into 2018 and are not pictured here include:

- The Business Continuity Team, comprised of Anthony Carlini, Dan Lyons, Mike Centeno, Jocelyn Hill, Bill Adams, Lisa Jones, Mike Diarenzo, and Andrea Unterbrink.
- The Joint Facilities Team, whose members are William Kaeser, Jacob Fenno, Maria Bourassa, Tim Gardner, Brett Fenton, Kyle Arnold, Alexandra Baginiski, Ed Statzer, Bryan Thomas and Francine Monteleon.
- The Interlocking Reliability Team, featuring Gregory Reiman, John Gomes, Alex Reinsmith, Tim Ryan, Josh Osmialowski, Sean O'Malley and Dave Ohr.

The teams pictured will conclude at the end of 2017 and will be replaced with different teams to help increase productivity, safety, and morale.



From left, Rodney Gordon, Alicia Bilson, Kaitlin Ashenfelter, Kyle Arnold, Joe Perez, Jayne Craig, Matt Worrell, Mike Diarenzo, Ryan Keating, Joe Capik and Mel Little. Not pictured Dan Lyons.

Operation Reports PIT

THE OPERATION Reports PIT was created to simplify, unify and automate the current Operation Reports. The team was able to automate the Monday Service Call Report package and the Cycle Time and Service Performance reports were combined and reduced. This cut down 4 hours of manual computer work per week equal to 2 days per month. They will continue to further investigate the use of a repository database to archive daily email reports. Users will be able to retrieve reports and select which reports are delivered via email.



Standing from left, Tim Ryan, Andrew McPeak, Joe Price and Brian Taylor. Seated from left, Elizabeth Barnhart and Janet Scagnelli. Not pictured, Neil Ferrone, John Higgins and Scott Cyrus

Injury Reduction PIT

THEIR OBJECTIVE was to identify safety concerns and create processes and programs that will assist in the reduction of injuries. They revised Conrail's Operational Testing program to encourage more face-to-face communication between employee and manager, and established a criteria to recognize and reward milestones for individual and department achievements.



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Standing from left, Danielle Morrison, Andrea Unterbrink, Maria Bourassa, Rachael Crandley, Eric Levin, William Kaeser and Jocelyn Hill. Seated from left, Alicia Bilson, Ryan Hill, Mike Diarenzo, Alex Reinsmith and Alexandra Baginski

SideTrack Agreement PIT

THEIR OBJECTIVE was to ensure 100 percent of customers have active sidetrack agreements. They were able to make significant progress with signing new agreements, determining track responsibilities for customers in industrial parks, and matching existing leases with customers. They will continue to work toward resolving all open cases by obtaining signed agreements by the end of the year.

No Bill PIT

THE OBJECTIVE of the No Bill PIT was to reduce the number of No Bills by creating a process that eliminated repetitive failures and measure their progress. A no bill is a rail-car that doesn't have forwarding instructions or an associated waybill. They were able to decrease the amount of No Bills by 20 percent in North and South Jersey and 10 percent in Detroit.

From left, Mike Centeno, Doug Adams, Robert Donahue, Courtney Mills, Dave Ziccardi, Frank Fuimano and Joe Soto