

4th QUARTER 2021

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Employee Appreciation Days

STEPHEN MCGINNIS | Communications Coordinator

In a year filled with so many uncertainties and the need to adapt rapidly at a moment's notice, it is almost fitting that Conrail's North and South Jersey employees had to do just that in order to celebrate this year's holiday event at Shady Brook Farm in Yardley, Pa. The holiday celebration was originally scheduled for Dec. 11, but was unfortunately postponed by the venue due to inclement weather.

However, employees and their families were able to make the holidays last a little longer and gathered on Jan. 8 at Shady Brook Farm. The Holiday Light Show at Shady Brook Farm is a two-mile wagon ride through a 130-acre farm and features more than 3 million lights.

Employees were treated to 3 private wagons to view the spectacular light show, private dining areas, and fire pits to make s'mores. Attendees could also take a stroll through Candy Cane Lane, a festive maze with dancing lights and music.

Every employee received a holiday ornament and to conclude the event, employees and their children had a chance to win one of the many raffle items. Jack Higgins won the children's raffle grand prize, a motorized scooter and South Jersey Engineer, Dan Sanchez won the employee grand prize, wireless earbuds.

In Detroit, the Andiamo Banquet Center was the setting for a holiday celebration that included a DJ, photo booths, balloon artists, Christmas crafts, and raffles. We would like to send a special thank you to the Redford Model Railroad Club for again participating in our holiday party with their model train station display.

We would like to thank everyone who joined us to celebrate the holidays and especially those who worked so hard to make this year's festivities another great success.



Message from the President

As we enter the New Year, I would first like to reflect on our results for 2021. We had some solid results in some areas and some not so positive results in other areas of our business.

First and foremost, we had some mixed results with our safety performance in 2021. Even though we experienced fewer personal injuries in 2021 than we did in 2020, we still had 13 of our fellow employees experience injuries that restricted them from coming to work. The adage that personal injuries are a cost of doing business is a true fallacy. I have never subscribed to that mind set and I never will. I truly believe that all of us can perform our daily activities safely and efficiently. Our families and friends, as well as our fellow coworkers, are dependent on us to do so. This also holds true with our derailment performance, we closed the year with 98 total derailments, of which 57 were human factor derailments. I will truly never understand that type of performance. There is absolutely no reason to ever have a human factor derailment. There is no reason to not properly line a switch, to not properly remove a derail, to not properly protect a shoving move. It just takes a few extra seconds to ensure we are performing any task safely. These derailments had a financial impact as well which cost this company \$4.9 million dollars. That is pure waste and every single dollar spent on these derailments could have and should have been avoided.

Secondly, our Key Performance Indicators (KPI's) had some positive results. We are a service company, and each and every one of you delivered on that promise. Our LSM/LOPA (delivery index to our customers) came in at 91.15% against a goal of 92%, our 32-hour daily cars (rail cars not moving for greater than 32 hours) were 836 compared to a goal of 780, and our On-Time Departures (trains departing on schedule) were 83.27% against a

goal of 90%. Even though we did not hit goal on these measures, there was a market improvement over the 2020 results. Congratulations on your contribution to delivering solid improvement to the customers we serve.

On the financial results, we did see improvements. Even though, as an organization we came in \$4.5 million over budget, those results were far better than our financial performance of the past. These improvements were a direct result of how you all reacted to the changes that were brought to Conrail. You all embraced the change. You all understood that change was needed. You brought efficiencies to the railroad, you identified and eliminated waste, you were part of the solution. You will continue to be part of the solution, and you will be part of the team that will allow Conrail to be the carrier of choice for our owners and our customers in 2022 and beyond.

As stated, we had mixed results for 2021, but have established a baseline that will help us drive to operational excellence. You should all feel a great sense of pride on how you contributed to the improvements made in all aspects of the business. Every department and every individual are a key component to our company's success.

As we move into 2022, I see nothing but upside. I see the COVID restrictions slowly being reduced, I see business returning and in some cases growing, I'm witnessing more people returning to the workforce and in turn helping us in our hiring efforts, I see capital dollars being placed into our nation's infrastructure, and I see this team working better than ever.

I'm excited for 2022 and I'm truly looking forward to leading this outstanding team. I wish each of you and your families a very happy New Year.

Brian E. Gorton,
President and Chief Operating Officer

Industrial Development

JEFFREY RUSSELLO | Service Delivery Support Specialist

Industrial Development (ID) is a vital part of doing business at Conrail. ID is how Conrail coordinates with our owners as well as our Engineering and Transportation Departments to assist customers in getting new rail service or making alterations to expand business at an existing facility.

When a prospective customer wants rail service, they may contact any number of people at Conrail, NS or CSX. Once contact is made, they will send the customer to Conrail's ID. The customer will be asked a series of questions: Where would they like rail service, what kind of commodities do they plan to ship, what volumes do they foresee, etc. They would then need to provide a concept drawing or have an inspection done.

If there is an existing rail siding, it would need to be inspected to make sure it is up to our specifications; however, if there is not a rail siding, they would need to submit a concept drawing for us to review before construction can begin. Our engineering team would then review for approval and a side track application would then be given to the customer for completion.

Upon receipt of the returned sidetrack application, ID then forwards the application onto the ID representatives of the owners. These representatives will contact the prospective customer and see if

either NS or CSX wishes to sponsor them. In order for a new customer to begin with Conrail they must be sponsored by either owner. When the potential customer chooses, the owner will then complete and submit the application.

After the application is completed, it is sent out for an agreement to be put together. The Side Track Agreement outlines everything between Conrail and the customer to protect all parties involved. A side track exhibit is also made to show property lines as well as maintenance responsibilities so there is no confusion. Once the agreement is signed the customer profile is created.

All of the customers' information gets sent to Service Design where they help get the customer established. A profile is created on our end so we have the necessary information to service them. The information is also given to the owners to get them established in the owner's system so they can begin to order cars.

There are many steps involved in getting a new customer established and everyone here plays a big part. You do not have to be directly involved in these steps to make an impact. It starts at the first phone call or the first conversation you have with a customer. Everyone on Team Conrail plays a big part in helping our business grow and bring us continued success.

2021 Top Ten Customers by Car Loads

PA/SOUTH NJ

Eddystone Rail Company LLC	16,579
Paulsboro Marine Terminal	15,194
Braskem America, Inc.	9,864
Kinder Morgan Liquids Terminal	6,705
Sms Rail Service	5,848
Sunoco Partners (M&T), LP	5,531
Winchester & Western RR	3,663
Exxonmobil Oil Corp	3,553
Repauno Port And Rail Terminal	3,460
Oxy Vinyls, LP	3,342

NORTH NJ/SI

Shell Oil Products Us	24,229
Doremus Auto Terminal	23,307
Ridgefield Heights Auto Terminal	14,929
Linden Transload Terminal	13,231
Phillips 66	12,511
Covanta4recovery, LP	9,247
Buckeye Perth Amboy	7,962
New Jersey Rail Carriers, LLC	6,478
Raritan Central Railway, LLC	6,285
East Jersey Railroad Terminal	6,233

DETROIT

Chrysler	52,574
Marathon	7,233
Ford	6,610
Detroit Salt	5,339
Kenwal Steel Corp	4,113
Metalsa	3,555
Detroit Edison	2,974
Pvs Chemicals	2,320
Omnisource Corporation	2,225
BASF	2,225

Detroit Meet the Crew

STEPHEN MCGINNIS | Communications Coordinator



Detroit regularly faces the hazards of flooding which can happen anytime from the spring through the fall. If winter temperatures are warmer than normal, snowfall will turn to rain. Flooding tends to be caused by heavy rain: the faster the rainwater reaches the river channel, the more likely it is to flood, which can also overburden the sewer system, according to Detroit Homeland Security & Emergency Management.

During one of those nights of extremely heavy rain the roadways surrounding Conrail's Livernois Yard quickly began to flood. Within a very short period roads were submerged, but that didn't prevent drivers from attempting to traverse through even 10 feet of water.

A tractor trailer driver was engulfed by the flood waters and began to call out for help as the water continued to rise. Luckily for her, Norfolk Southern Special Agent Cody Fender and Conrail Engineer Daniel Webb were in the immediate area and heard and saw the distressed driver, and both quickly jumped to action.

Agent Fender expressed he knew immediately he could trust Webb; he may not have known it at the time, but he was about to trust him with his life, as Fender was about to risk his to save the driver.

"Webb reacted on instinct, I took my boots off, got ready to jump in the water and told him go grab some rope or anything you can throw out to us, I'm going to swim out to her," said Fender. "He followed any instructions I threw at him and I hit him with a lot, and he never missed a beat, things could have gone way differently that night," he added.

While Fender swam out to rescue the stranded driver, Webb jumped into action.

"I ran to the utility shed and grabbed the 15 lb. reel of hose and ran back to the scene, but due to the urgency of the situation I couldn't afford to waste time, so I had to throw the hose over a

6-foot barbwire fence to the officer and truck driver nearly 20 yards away. Thank God it landed right in front of him because I could see the driver wasn't making it easy for Agent Fender to get her to safety.

"I'll be honest I still have no idea how I managed to throw the hose right in front of them, I think I almost hit him right in the head with it. If you asked me to do it right now, I don't know if I'd land it like that again, but that doesn't really matter. What does matter is that as chaotic as things were at the time Agent Fender and I seemed to just click. He placed a lot of trust in me, which says a lot since we had only met that night," said Webb.

According to Fender the driver had already started to panic before he got to her, and once he did, rather than just allow him to pull her to safety, she continued to panic. This only added another level of danger to the situation because when someone panics in water they tend to use anything they can to keep their head above water, even the person trying to save them according to the American Red Cross.

After grabbing the hose deployed by Webb, Fender ensured to keep the drivers head above water, even at times being forced to submerge himself in waters containing all sorts of contaminants from other vehicles that had been caught in the same flood waters he was now swimming through.

"I just tried to pull them in as fast as I could without yanking the hose out of his hands and get them to safety," said Webb. "It felt really good knowing I was able to help out, I hope anyone that was in the same situation would do the same thing," he added.

Neither Fender or Webb claimed to be heroes, only that they did what they felt was the right thing nothing more, but their efforts and selflessness are truly heroic.

Detroit District Superintendent, Kory Johnson said, "Dan and Special Agent Fender's actions that night were truly heroic! They exemplify the true character of Conrail and our railroad police officers. It's not just about moving freight, it's also about the community and the people in those communities we do it in, and these men put themselves at risk for one of them that night. "Thankfully everyone walked away without injury that night, but these two men really went above and beyond and make me even more proud to work with such an amazing group of people on Team Conrail."



Meet the Crew – OI10

EHREN ROBERTS | Trainmaster

The North Jersey Crew OI10 works at Park View, Hillside and Irvington IT to provide service to AMG, Delong, AAK food and Hillside Plastic.

The crew of the OI10 is Conductor Bilal Rasheed and Engineer D. Joseph who have worked together on and off for more than 20 years.

Bilal and DJ provided the following guidance to the new Conrail generation. “Working safe will allow you to have a long career and provide well for your family,” said Rasheed.

DJ has 27 years of service injury free, has two children, Wanna and Kaelene and outside of Conrail he enjoys bowling, watching football and spending time with his family.

Bilal has 22 years of service with 13 years injury free, he has one son, Makai and loves reading, cooking and being home with his family.



Conrail’s Point No Point Bridge Replacement

RYAN HILL | Chief Engineer Design and Construction

Conrail’s Point No Point Bridge (PNP) is a center swing type movable bridge on the P&H Line over the Passaic River between Newark and Kearny, NJ. The bridge was constructed in the early 1900’s and, at an age of 120 years, has exceeded its expected usable life. While the existing bridge is safe for use, increasing maintenance costs and train delays caused by openings for marine traffic have justified its replacement. The P&H Line is a critical link in the North Jersey terminal, supporting 40 freight train moves a day. Completing this project will ensure PNP is a dependable asset for Conrail’s operation on this important route.

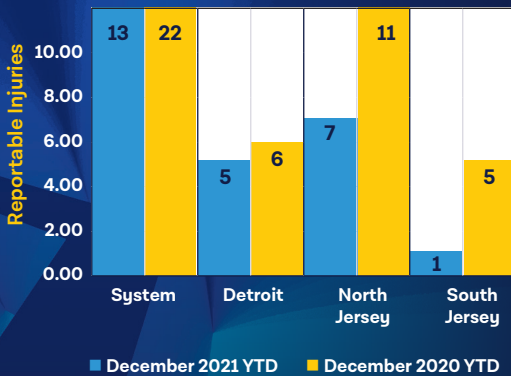
The Engineering Department has been planning the replacement of PNP for 5 years, including engineering design, permitting, and real estate acquisitions. To limit disruptions to train traffic during construction, the new movable bascule bridge will be built on a new

alignment requiring property from the New Jersey Turnpike Authority, PATH, New Jersey Transit, Amtrak and CSX. The effort to date has been extensive and has required the help of the Real Estate, Legal, and many other departments within Conrail.

Construction of the new bridge is expected to take 3 years, including the demolition of the existing bridge structure. Currently, the project is out to bid. Conrail hopes to have a contractor on board in early spring, with construction activity starting this summer. Managing construction will require vigilant oversight from Conrail’s engineers to ensure the project is completed safely, on time, and on budget. I look forward to providing updates on this major project over the course of the next several years.

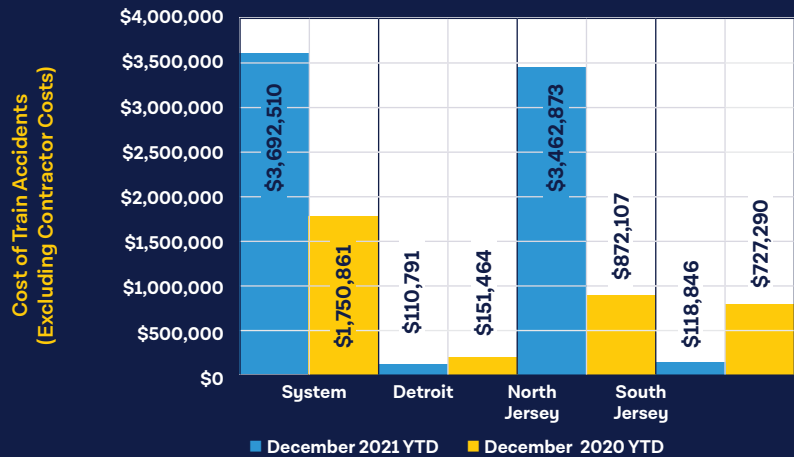
Safety/Service Measures

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



SYSTEM 41% Improvement 2021 vs. 2020
DETROIT 17% Improvement 2021 vs. 2020
NORTH JERSEY 36% Improvement 2021 vs. 2020
SOUTH JERSEY 80% Improvement 2021 vs. 2020

The cost of Train Accidents has increased in 2021



SYSTEM 111% Increase 2021 vs. 2020
DETROIT 27% Improvement 2021 vs. 2020
NORTH JERSEY 297% Increase 2021 vs. 2020
SOUTH JERSEY 84% Improvement 2021 vs. 2020

Tamping One Tie At A Time

DAN CARLE | Asset Engineer

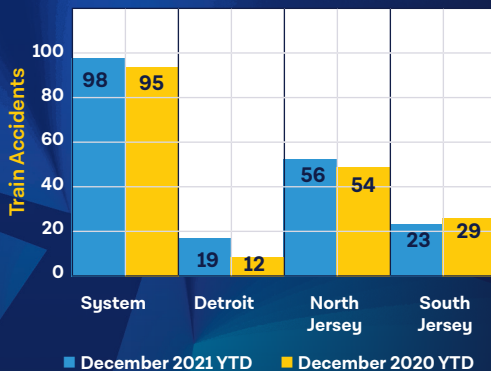


A multiyear project of upgrading Conrail's three main line production tampers was recently completed this past fall. The third and final tamper was delivered to our South Jersey area early November. What is a tamper? A tamper is arguably the most important Maintenance of Way (MOW) machine for maintaining the railroad. Think of it as a street paver repairing a bumpy road. This machine smooths out track defects such as cross level, profile, and warp spots on railroad tracks by squeezing and compacting ballast (stone) between railroad ties and switch timbers. These tampers are equipped with a Mark III body frame and feature Harsco Jupiter 2 computer systems which use a series of lasers and measuring tools to accurately

determine what level the track needs to be raised or shifted left or right and is capable of tamping 3000' a day. The machine plays a vital role when building new tracks and turnouts. Now that all three areas on Conrail have the same machine, our Work Equipment Department has recently developed a standardized maintenance plan, along with a parts inventory to be shared across all three areas. This process will greatly reduce our down time waiting on parts and repairs from outside sources. Whenever you see this machine out working, you can take comfort in knowing it is working to make our right of way a safer place to operate.

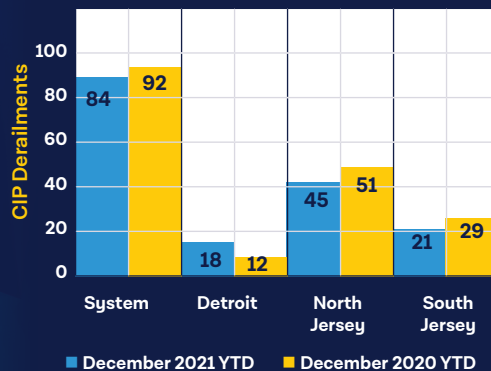
Safety/Service Measures

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



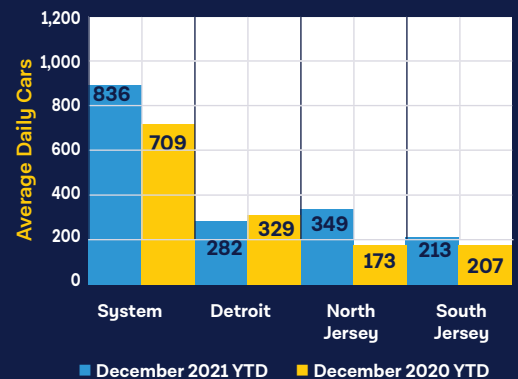
SYSTEM 3% Increase 2021 vs. 2020
DETROIT 58% Increase 2021 vs. 2020
NORTH JERSEY 4% Increase 2021 vs. 2020
SOUTH JERSEY 21% Improvement 2021 vs. 2020

The number of Derailments has decreased in 2021 vs. 2020



SYSTEM 9% Improvement 2021 vs. 2020
DETROIT 50% Increase 2021 vs. 2020
NORTH JERSEY 12% Improvement 2021 vs. 2020
SOUTH JERSEY 28% Improvement 2021 vs. 2020

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



SYSTEM 18% Deterioration 2021 vs. 2020
DETROIT 14% Improvement 2021 vs. 2020
NORTH JERSEY 102% Deterioration 2021 vs. 2020
SOUTH JERSEY 3% Deterioration 2021 vs. 2020

Every Week is Rail Safety Week

Here are some tips to stay safe:

- Always expect a train; freight trains don't follow published schedules.
- A typical freight train can take more than a mile to stop.
- The train you see is likely closer and faster-moving than you think.
- The only safe place to cross the tracks is at a designated crossing.
- Being on railroad tracks and property is not only dangerous – it's illegal!



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

James Guyton, Car Inspector, *10 Years of service*
Harry Keller, Carman, *10 Years of service*
Mark St Aubin, Foreman, *10 Years of service*
Patrick Unger, Engineer, *25 Years of service*

MOUNT LAUREL / PHILADELPHIA

Kyle Arnold, Financial Planning Manager, *10 Years of service*
Nicholas Delucca, Signal Project Supervisor, *10 Years of service*
Vincent Milano, Project Engineer, *10 Years of service*
Jeffrey Russello, Service Delivery Specialist, *10 Years of service*
Michael D'amore, Electronic Technician, *15 Years of service*

NORTH JERSEY

Federico Lopez, Stevedore, *5 Years of service*
Arnel Manlulu, Stevedore, *5 Years of service*
Kyle Cabrera, Foreman, *10 Years of service*
Dustin Craven, Shop Superintendent, *10 Years of service*
Julio Gomez, Yardmaster, *10 Years of service*
Coby Mattison, Foreman, *10 Years of service*
Juan Padilla, Conductor, *10 Years of service*

NORTH JERSEY (continued)

Elvis Sanderson, Conductor, *10 Years of service*
Radoslaw Szulczynski, Car Inspector, *10 Years of service*
Ronell Tria, Stevedore, *10 Years of service*
Donnie Damon, Carman, *15 Years of service*
Sean O'Malley, Mgr Signal Construction & Main, *15 Years of service*
Robert Piccione, Electrician, *15 Years of service*
Steven Zigarelli, Conductor, *15 Years of service*

SOUTH JERSEY

Stephen Cianchetti, Foreman, *15 Years of service*
Robert Connelly, Maintainer, *15 Years of service*
Scott Manley, Machine Operator, *15 Years of service*
Michael O'Malley, Mech. Supervisor, *15 Years of service*
Michael Pyfer, Engineer, *15 Years of service*
Rodney Wallen, Inspector, *15 Years of service*

What's the Scoop, Sup?

ISSUE NO. 02

SUNDAY, JANUARY 23RD, 2022

PRICE 25 CENTS

Message from Detroit District Superintendent



On behalf of the Detroit management team, I want to take this opportunity to wish you and your families a very happy New Year. I'm honored to take this time to recognize all your hard work that has gone into making 2021 another successful year at Conrail.

Our customer base continues to thrive as we try to accommodate their requests throughout the pandemic. Through the final quarter of 2021, we have seen Kenwal Steel receiving double switches daily and Detroit Salt is back up and running and, with winter quickly approaching, we can expect to see them increase production soon. Conrail's Detroit District remains a productive operation even in the

face of the pandemic's adversity.

Additionally, winter weather conditions are sure to arrive soon, and we must remain engaged with the changing work environments. Remember to show vigilance when spotting hazards and make sure to report them, especially hazards that may become buried in the snowfall. Also, always wear your PPE when required; this will undoubtedly help you to prevent unforeseen potential injuries.

Again, thank you all for your efforts in 2021. Looking ahead, let's stay focused and take the Detroit District to new heights in 2022 and continue to provide exceptional service to our customers.

Kory S. Johnson
Detroit District Superintendent

Message from North Jersey District Superintendent



As we turn the page from 2021 to 2022, we were faced with many challenges in the transportation industry as a whole with an unprecedented workforce shortage coming out of the COVID-19 Pandemic and a surge in fuel prices. As we faced somewhat turbulent and

politically divided times in society, Conrail has remained united and focused with the goal to keep our Country's transportation system as fluid as possible. We were able to finish 2021 strong. For the first time in recent years, we were able to reach nearly all our service goals.

2022 brings us a new challenge as we work together with the labor organizations to construct a new local Conrail agreement. This will also be the first full year with the new Conrail attendance and discipline policies that were implemented in July 2021.

The Conrail principles of Safety, Service, Value, and Leadership will provide the framework for our goals in 2022.

Safety: Every employee has a responsibility to perform their work safely and we all share the common goal that everyone will return to their families in the condition they came to

work. There is no work on Conrail that is so important that it cannot be done safely.

Service: We have an obligation to service all our customers safely and efficiently. We are an extension of our owners, CSX and NS, and we carry the same responsibility to the customers as they do. Our customers are why we exist as an industry.

Value: Customers use the railroad system because of the value it provides over other means of transportation. We need to drive this efficiency to fuel the economy.

Leadership: First and foremost we must all lead by example. The recent growth to a more youthful workforce requires veteran employees to mentor newer employees and be available to assist where needed. Managers will need to be more involved to assist employees with what is needed to get the job done as safely and efficiently as possible.

At the end, this is our company and we share these common goals. It is ultimately the people who will move the business of Conrail forward. It is not the steel wheel on steel rails alone that keeps the trains moving, it is our people.

Mo A. Megali
North Jersey District Superintendent

Message from South Jersey District Superintendent



As 2021 has come to an end and everyone in the South Jersey Terminal has set their sights on 2022, I would like to revisit some milestones that we are all very proud of. First and foremost, I would like to thank each and every Transportation employee for an Injury Free year. Each member of the South Jersey Transportation Team received a small token of appreciation to celebrate this milestone. I would also like to mention the Mechanical & Engineering Teams that both celebrated Injury Free milestones in 2021 as well. Job well done by all involved!

The entire South Jersey Team has worked in unison to help make 2021 a successful year despite many obstacles out of anyone's control. The Team finished 2021 at or above many

of our Terminals Key Performance Indicators (KPI's). None of these measurements are achieved without constant communication between all departments and the ability to adjust on the fly when our customer service needs change in an ever-adjusting consumer world.

2022 will have its challenges in the current global environment, but I'm confident that the Team we have in the South Jersey Terminal will answer the call & provide a service product that will help make the 137 customers we service successful as well as the Norfolk Southern & CSX Railroads that we provide service for.

I wish all of our Conrail families a happy & healthy New Year!
#TEAMCONRAIL

John E. Higgins
South Jersey District Superintendent

South Jersey Meet the crew

STEPHEN MCGINNIS | Communications Coordinator



Conrail South Jersey Engineer Pedro Rodriguez has enjoyed 17 years of injury free service, and recently celebrated his retirement, but not from Conrail. Rodriguez retired from the Army National Guard as a Sergeant First class after 21 years in the Service.

"I served in the National Guard from 1991-1993 then went on active duty with the Army from 1993-1997, and then I got out and entered the civilian sector. I was lucky enough to get hired by Conrail in 2004, but I missed the military, I missed the brotherhood. In 2005 I decided to rejoin the National Guard and was a member of the 13 Bravo Field Artillery Battery," said Rodriguez.

Rodriguez was able to fulfill his duties for both Conrail and the National Guard with little to no interruptions for a few

years, but in 2008 his unit was activated and deployed to Iraq in support of Operation Iraqi Freedom. His unit operated at Camp Bucca near the southern city of Umm Qasr, Iraq.

Upon completion of his 7-month deployment, Rodriguez jumped right back to work and couldn't be more grateful with how Conrail welcomed him back to the job.

"Everyone welcomed me back with open arms, they couldn't have made it any easier for me to come right back to work, they really were great, I can't thank them enough for all their support both on the railroad and the military," he said.

"Conrail gives their people a lot of ways to improve themselves. Not only did I serve in the military for 21 years, in 2018 I got my bachelor's degree and am continuing my education even further. It's all about what you make of it, work hard, work safe, do the right thing, and make sure everyone goes home to their families. That's what similar between the railroad and the military, our main objective is to get everyone home safe."

Rodriguez still has some time left before he can celebrate his retirement from Conrail, but plans on enjoying his military retirement with his family. "I have 6 kids and 7 grandkids, now I have some more time to spoil my grandkids, I love it," he said.

From everyone at Conrail, Thank you for your service to our country and congratulations on your retirement.

2021 NJ & SJ Golf Outing

MICHAEL A. DIARENZO | Director, Asset Planning & Administration



The year would not be complete if Conrail did not host its Annual NJ & SJ Golf Outing. There was a change of scenery, though, this year; instead of the normal Ramblewood Golf Course in Mount Laurel, NJ the outing was held at Gambler Ridge Golf Course, in Cream Ridge, NJ, a more central location that evenly splits the two territories. Plus, instead of a bright and early shotgun start in the morning, it was a mid-day shotgun start after lunch. A total of 18 groups of Conrail active employees, retirees, and railroad industry vendors all played in a Best Ball Scramble format where after the initial tee-off drive, all players were to take their remaining

shots from the best ball hit. One team scorecard was handed in by each foursome. Experience of players ranged from 30 plus years to first timers swinging a club. Everyone had great time, the weather ended up being rather nice, and it did not start to rain until everyone was finishing up on their last hole before dinner.

No “hole in one” shots were hit, but prizes were given to winners of the putting contest, closest to the pin, and longest drive holes. Awards were also giving to the teams who placed third, second and first in the tournament. Don’t miss next year’s outing... be on the look out for 2022’s date announcement coming soon!



1st Place Team: Jim Martin (Pandrol), Kevin Voss, Al Swartz, Mike Vittorio



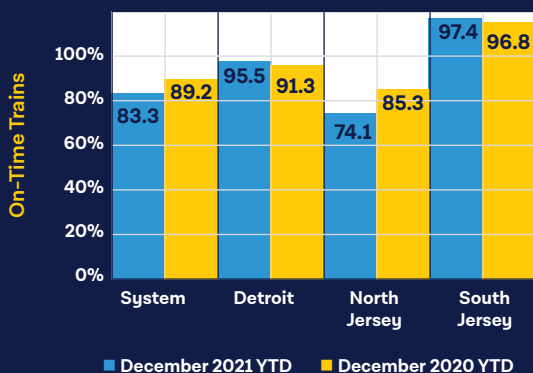
2nd Place Team: Kevin Wright, Ray Recio, Mike Escrivao, Mike Zin



3rd Place Team: Jon Broder, Joe Garofolo, Tim Tierney, Tim Gardner, Sr.

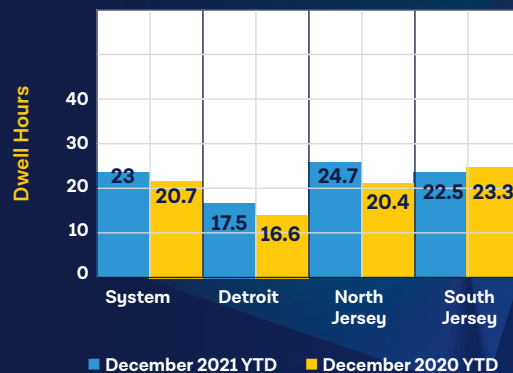
Yard Dwell Time has deteriorated in 2021 vs. 2020

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



SYSTEM 7% Deterioration 2021 vs. 2020
DETROIT 5% Improvement 2021 vs. 2020
NORTH JERSEY 13% Deterioration 2021 VS. 2020
SOUTH JERSEY 1% Improvement 2021 vs. 2020

Yard Dwell Time has deteriorated in 2021 vs. 2020



SYSTEM 11% Deterioration 2021 vs. 2020
DETROIT 5% Deterioration 2021 vs. 2020
NORTH JERSEY 21% Deterioration 2021 VS. 2020
SOUTH JERSEY 3% Improvement 2021 vs. 2020

Celebration



Station



Congratulations to Service Delivery Support Specialist, Jeffrey Russello for his recent engagement to Fiancé Lindsay Naylor.



We would like to welcome our newest member of the Finance Department, Management Trainee Ted Prestridge. Ted recently graduated from The University of Alabama. Congratulations Ted and welcome to Team Conrail.



Congratulations to HR Specialist Julie Barsh's daughter Kinna and her travel softball team, The All-Star Softball Academy Comets - 10U, won the New Jersey Halloween Classic that was held in Spring Lake, NJ on October 23, 2021.



Congratulations to Chief Human Resources Officer Steven Dickinson's son Nathaniel (6) for obtaining his yellow belt in karate on 11/22/21.



We would like to welcome our latest addition to the Law Department, Deputy General Counsel James Lee. Welcome to Team Conrail James.

Culinary Corner

BISCUIT RECIPE

- 2 tsp baking powder
- 1 tsp salt (if using Morton's Salt use half the amount)
- 2c flour
- 1/2c cold butter
- 1/2c sour cream
- 1/2c milk
- 2 tbsp melted butter
- Pinch of sea salt or coarse salt

1. Combine dry ingredients. Mix them all together so everything is well distributed.
2. Blend in butter with a pastry blender or food processor. Butter pieces should be processed to pea size.
3. Mix in sour cream & milk until just combined. Dough will be slightly

sticky and shaggy, ie. not all pieces will be part of a large mass, but will incorporate when pressed together.

4. Turn out onto a floured surface. Push dough together then spread flat to 1" thick. Cut into 4 pieces and stack on top of each other. Press stack flat. You can use your hands or use a rolling pin to flatten to 1/2" thick.
5. Cut out shapes and put on a baking sheet lined with parchment. Refrigerate shaped biscuits for 30 minutes. Extended refrigeration time does reduce rise of biscuits. I found 30min to be the sweet spot.
6. Preheat the oven to 425F.
7. When the oven is to temp, take biscuits out of the fridge and brush with melted butter and sprinkle with sea salt or coarse salt. Bake for 10-12 minute. Take out when golden brown.
8. Optional: You can brush with more melted butter when removed from the oven

Submitted by Jaelyn Whelan, Project Manager, Design & Construction



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Frank Thomson & Women's Aid Scholarships

The Center for Scholarship Administration ("CSA") will facilitate Wells Fargo's administration of the Frank Graham Thomson Scholarship Fund and the Women's Aid Scholarship for the 2022-2023 academic year.

Conrail will advertise the scholarship in the quarterly newsletter, on Conrail TV, and a link will be provided on our website with program information and marketing materials provided by CSA. Scholarship candidates should complete the online scholarship application and submit it with any required additional documentation to CSA.

The online application and information pertaining to the application process will be available at www.csascholars.org/thomson and www.csascholars.org/waid. Applicants will need to complete both applications for the Frank Thomson and the

Women's Aid Scholarships. The online application will open on February 24, 2022 and close on April 28, 2022. As in previous years, a selection committee shall give consideration to the respective ability, academic merit, educational goals, career ambitions, and the relative financial need of the applicants. Once final approval has been given by the Trustee, award letters will be sent to the recipients with detailed information about the scholarship.

Please note that applicants will not be able to apply online until the "live" date of February 24, 2022. Please look out for specific details and eligibility requirements regarding the scholarships in the upcoming weeks. If you have any questions about the scholarship application requirements, you may contact Ellen Holder at the Center for Scholarship Administration at 864-268-3363 or ellen@csascholars.org.

If you have any article suggestions, announcements, or recipes please e-mail newsletter@conrail.com