

WINTER
2024

sharedtrack

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Employee Appreciation Days

BRIAN MACLACKLIN | Office Utility Professional

Each holiday season, Conrail hosts Employee Appreciation Days as a way of expressing their gratitude for their employees and their families, and their commitment to the railroad. Each one of you and your families plays a crucial part in contributing to the success of Conrail.

Employees and their families from the North Jersey and South Jersey areas gathered on December 8, 2023, and enjoyed a spectacular holiday light show at Shady Brook Farm in Yardley, PA. Private wagon rides were enjoyed by all to view millions of dazzling lights illuminating acres of farmland. After the wagon rides, people warmed up by a toasty campfire and made s'mores. It may have been chilly outside, but employees were nice and toasty in the decorated barn where dinner was hosted while enjoying holiday tunes, giveaways, and a model train set raffle.

The following day, Detroit employees and their families gathered and enjoyed breakfast with Santa. Attendees, both young and young at heart, were excited when Santa arrived on one of Dearborn's very own fire engines! Once Santa arrived, everyone gathered inside for a delicious breakfast buffet, but the fun did not stop there! They also enjoyed face painting, toys, and giveaways.

Both events had a great turnout! We would like to thank everyone who joined us to celebrate the holidays as well as those that worked hard to make the 2023 Employee Appreciation Days an enormous success.



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website under
"News and Information."
www.Conrail.com



Santa Train

BRIAN MACLACKLIN | Office Utility Professional

SOUTH JERSEY – On December 16, 2023, we began our holiday season with our family Santa Train at the Haddon Heights Train Station and Museum. Engine 5711 was built for Pennsylvania Railroad in 1951 by the Electro-Motive division of General Motors. It went on to serve Penn Central and Amtrak until it was acquired by Conrail in the early eighties. It was then remanufactured at Juniata Locomotive Shop in Altoona and was used to haul Conrail's Office Car Specials. As a result of the 1999 merger, it was acquired by CSX, and in 2000 it was sold to Juniata Terminal Company where it was restored to its post 1954 appearance.

Thanks to everyone involved for making the South Jersey Santa Train an overwhelming success. Your collective efforts brought holiday cheer to many in the Conrail family and the public.



NORTH JERSEY – Locomotive NS 8098 painted in Conrail colors is part of Norfolk Southern's efforts to recognize railroads that are now a part of the Norfolk Southern system by decorating locomotives in paint schemes that honor NS's component railroads.

Thank you to all those involved in the North Jersey Santa Train for their tireless efforts to adorn the 8098 in thousands of dazzling lights as it traversed Conrail's North Jersey territory. The spectacularly lit engine traveled down the Lehigh Line, Port Reading Secondary, Garden State Secondary, and National Docks, and made appearances at the Oak Island and Port Reading terminals. Your collective efforts made the first night Santa Train an outstanding success and contributed to the holiday cheer of many.

A special thank you to Mr. Gary Pancavage of GJP Photography for providing the photos.



Message from the President

As we enter 2024, and reflect on 2023, we have a lot to be proud of. This team delivered to our customers and owners some very impressive performance on Safety, Service, and Value. All of this was accomplished in an economic environment that was slowing and reducing overall rail car volumes to the Conrail network. During these challenging times, this team once again stepped up to the challenge and continued to deliver world class service to our customers and the stakeholders of our company.

On the **Safety** front, we continue to move in the right direction in every aspect of the safety arena. On Personal Safety, we experienced 14 Reportable Injuries which resulted in 7 Lost Time Injuries compared to 13 Reportable Injuries which resulted in 10 Lost Time Injuries in 2022. Derailment prevention also saw improvement in every category. We experienced 64 Total Train Accidents compared to 86 in 2022. Further broken down, Human Factor Derailments closed out at 31 total incidents compared to 47 in 2022. Not only was that a tremendous improvement from 2022, but that was also the best performance in Conrail's history. Track Caused Derailments also had a best year ever with a total of 13 compared to 26 in 2022. Public Safety (grade crossing accidents) also declined with 19 incidents in 2023 down from 23 in 2022. These results did not just happen, they are a direct reflection of your attention to detail, commitment to one another, the customers you serve, and the community in which you operate. Congratulations and Well Done!

This team also delivered big on the **Service** side as well. On-time Train Performance closed out at 92.4% against a goal of 90%. LSM/LOPA (on time deliveries to customers) ended at 88.8% against a goal of 90%. 32-hour cars (rail cars not moving for over 32-hours) had the best year ever closing out 2023 at 585 average daily cars against a goal 780. Even though the reductions in volumes assisted in delivering these results, the true driving factor was the employees that assisted in every aspect of our business. It is every single employee, regardless of your department, which ensures that we deliver world-class service to our customers. We are a critical component for our customers that depend on us to keep their businesses running. In these economic times, our customers are depending on us more than ever, and you all delivered on that need. You should all feel a great sense of pride that you played a critical role in keeping this country moving. Outside of these Key Performance Indicators (KPI's), we also delivered on substantial track projects that continue to harden our physical plant. These projects were

well planned, well executed, and completed on time and within budget.

Value (financials) was just as impressive as the Safety and Service results. As you are aware, our budgetary performance is directly impacted by the overall carloads being handled on Conrail. As stated earlier, the economy has been less than favorable this year and our overall carloads handled were 30,292 or 2.8% unfavorable to plan. This further compounded the volume decrease we experienced in 2022, and that decline continued throughout the entire year of 2023. Simply said, we have had 2 years of declining volumes. With those declining volumes, steps had to be taken to reduce overall expenses. That challenge was taken head on by this team, making the appropriate changes to bring our budget in line. This does not mean that we did not spend money and reinvest in the company. We continued improving our track structures, our facilities, our vehicles, track machinery, restocked materials, doubled down on our hiring, and invested in our people. The analysts are predicting that we will see some growth in 2024 with a volume increase of 3.1%. We will remain focused on cost control as we continue to invest in the company and our people.

Leadership ties all the above together. I have witnessed so many instances of leadership at every level. Teams and groups are working together better than ever! These teams are supporting one another to achieve extraordinary outcomes. All the above mentioned with the results of Safety, Service, and Value are a direct reflection of this teamwork and cooperation. I could not be prouder of this team and what you all have been able to accomplish in just a few short years. In 2024, we will continue to hire employees in all departments with a heavy emphasis on the Transportation employees. We will continue to develop our people with our FMT (Field Manager Trainees) and OMT (Operating Manager Trainees) programs. We will continue to invest in the physical plant, our structures, our people, as well as ensuring that everyone has the right tools to do their jobs as intended.

I am looking forward to another year of outstanding performance that we will deliver for the parent companies and to the customers we serve.

In closing, I would like to thank you all for your dedication and commitment, as well as wishing you and your families a very Happy New Year.

Brian E. Gorton
President and Chief Operating Officer

1838 Reading Rocket

BRIAN MACLACKLIN | Office Utility Professional

Completed in 1838, *Rocket* was the first of eight English-made locomotives purchased by the Philadelphia & Reading Railway from 1838 to 1841. The other seven engines made by London-based Braithwaite, Milner & Company were named *Firefly*, *Spitfire*, *Comet*, *Dragon*, *Helca*, *Planet*, and *Gem*. Most of these engines remained in service for decades and now *Rocket* is all that remains. It is the oldest surviving steam locomotive from the former Reading Company. It was built for use at the opening of the line between Reading and Pottstown starting in 1838, where it faithfully served for over 40 years. *Rocket*, having traveled 310,164 miles in its career, retired in 1879.

Following its retirement, *Rocket* sat unused and neglected until it was fully restored for exhibition purposes. It has been showcased at the World's Columbian Exposition-Chicago World's Fair in 1893, the Louisiana Purchase Exposition - St. Louis World's Fair in 1904, the Baltimore and Ohio Railroad's Fair of the Iron Horse in 1927, until *Rocket* came to the Franklin Institute on loan from the Reading Company in 1933 where it was placed on public display in 1934. On October 27, 2023, working closely with the Pennsylvania Historic & Museum Commission, Conrail's Vice President Engineering & Mechanical, Eric Levin, arranged for the donation of the *Rocket* and for its transportation and permanent display at the Railroad Museum of Pennsylvania. *Rocket* is now the oldest locomotive in the museum's collection.



Metro-North Conrail Wrap

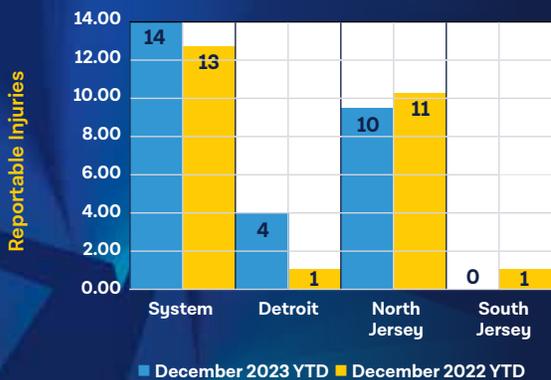
BRIAN MACLACKLIN | Office Utility Professional

To commemorate their 40th anniversary, Metro-North wrapped Locomotive 201 in a design that pays tribute to its predecessor railroad, Conrail. The inspiration for the design of Locomotive 201 came from Conrail's paint scheme on the MTA's older FL9 locomotives, which were in use from 1976 to 1982. The vibrant colors of yellow, blue, and white trim reflect their proud heritage. In March 2023, Conrail gave Metro-North special permission to use their colors, name, and logo on Locomotive 201. This partial-electric P32ACDM Genesis model serves the northern Hudson and Harlem Lines, as well as the Danbury and Waterbury Branches of New Haven.



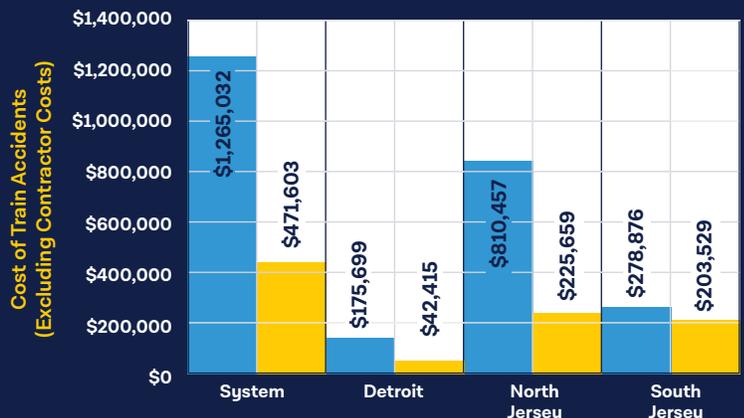
Safety/Service Measures

Maintaining a safe workplace is our #1 Goal.
Overall, safety performance has decreased in 2023.



SYSTEM 8% Increase 2023 vs. 2022
DETROIT 300% Increase 2023 vs. 2022
NORTH JERSEY 9% Improvement 2023 vs. 2022
SOUTH JERSEY 100% Improvement 2023 vs. 2022

The cost of Train Accidents has increased in 2023



SYSTEM 168% Increase 2023 vs. 2022
DETROIT 314% Increase 2023 vs. 2022
NORTH JERSEY 259% Increase 2023 vs. 2022
SOUTH JERSEY 37% Increase 2023 vs. 2022

First Responders

JOE CACCAMO | Manager of Hazardous Material, Environmental and Security Compliance

On November 1st, 2nd, and 3rd, Conrail hosted the Norfolk Southern OAR, Operation Awareness and Response safety train at the Morrisville, Pennsylvania rail yard. Conrail partnered with Norfolk Southern, CSX, and Dow Chemical to present the training. The training consisted of classroom instruction for rail safety, identification of tank cars and markings, and an introduction to valves and fittings on various tank cars.

A special event was held for state and local representatives to provide insight on railroad operations and the training that is conducted across the rail network. This was a valuable event that demonstrated how Conrail and our Owners are proactive in First Responder Training. The event was very well received and gave representatives factual responses to any questions raised about railroad training.

Over the course of the three-day training classes offered, over 150 individuals were trained. A majority of the attendees were from Bucks County and municipalities that would directly respond to an incident. Additionally, many state and federal responders from both Pennsylvania and New Jersey attended.



Track Injury Free

VICTOR FONSECA | Assistant Chief Engineer Maintenance of Way

I am pleased and proud to announce that the Track Department has maintained an impeccable safety record, remaining injury-free since June 6, 2020. This commendable 3 ½-year streak is a testament to the dedication, diligence, and attentiveness of our team, comprised of 98 non-agreement and agreement employees.

A significant part of our success can be attributed to our team of supervisors who conduct daily safety briefings, ensuring clear communication about expectations and protocols. While our staff is well-versed in safety measures, it remains essential to continually revisit and discuss these protocols. Regular reminders emphasize the critical importance of safeguarding oneself and others in the workplace, underscoring that the safety and well-being of our employees are paramount for the efficient and successful functioning of our team.

Furthermore, fostering a culture of knowledge-sharing, care, and open communication between all agreement and non-agreement employees is vital to sustaining this success.

Looking ahead, our mission statement for 2024 encapsulates our aspirations succinctly: "Through continued collaboration and ongoing training, we are committed to extending this injury-free streak throughout 2024 and the years that follow."

Thank you for your hard work and unwavering focus on safety.

Certificate of Appreciation

FRANK PALAZZOLO | Senior Trainmaster

Detroit Yardmaster Mike Unger, a 25-year Conrail veteran (24 years as a Yardmaster) was recognized by the US Department of Homeland Security for his commitment to rail security and cooperation with the Transportation Security Administration (TSA). Mike was presented with a Certificate of Appreciation in Surface Security on November 29th, 2023. Throughout his career, he has made rail security a priority by cooperating and communicating with TSA on a daily basis. Congratulations Mike, for being recognized on a job well done, and thank you for making Conrail's North Yard safer and more efficient!



Safety/Service Measures

The number of Train Accidents has decreased in 2023 vs. 2022



SYSTEM 26% Improvement 2023 vs. 2022
DETROIT 13% Improvement 2023 vs. 2022
NORTH JERSEY 24% Improvement 2023 vs. 2022
SOUTH JERSEY 38% Improvement 2023 vs. 2022

The number of Derailments has decreased in 2023 vs. 2022



SYSTEM 37% Improvement 2023 vs. 2022
DETROIT 27% Improvement 2023 vs. 2022
NORTH JERSEY 26% Improvement 2023 vs. 2022
SOUTH JERSEY 55% Improvement 2023 vs. 2022

Average Daily 32 Hour Cars has improved in 2023 vs. 2022



SYSTEM 24% Improvement 2023 vs. 2022
DETROIT 1% Deterioration 2023 vs. 2022
NORTH JERSEY 48% Improvement 2023 vs. 2022
SOUTH JERSEY 34% Improvement 2023 vs. 2022

What's the Scoop, Sup?

Message from Detroit District Superintendent



With another year behind us and moving into 2024, the Detroit Terminal is focused on communicating the importance of staying vigilant particularly related to adverse winter work environment conditions. We continue to deliver winter PPE, including boots and spikes, and all the yards have been supplied with new

brooms as preventative maintenance. We are currently working in sync with the Engineering Department to deal with problems before they arise.

Last year we fell short on a few of our goals including injuries, derailments, and customer service. We have identified our shortcomings and have implemented processes and procedures for 2024 including better communication, crew adjustments, and enhanced dialog with our target customers.

It is exciting to announce new hires entering the Detroit operations family and we are working closely with them on a regular basis as their

success is Team Conrail's success. Between the classroom education and field training, these new employees have been provided resources to do the job safely and efficiently.

Additionally, we are thrilled to welcome General Motors back into Conrail's Detroit operations. With the development of the new 2024 electric Hummer, Conrail will be the catalyst of their movement across the nation. Equally important, The Home Depot distribution center in Warren, Michigan, has chosen Conrail to provide their transportation service. They have erected a massive regional warehouse that will undoubtedly lead to an increase in freight volumes. As we close out 2023 and usher in 2024, we look forward to working closely with our employees and customers to achieve a meaningful relationship that yields positive results for all.

We wish everyone a very safe and happy New Year.

Kory S. Johnson
Detroit District Superintendent

Message from South Jersey District Superintendent



I would like to start off 2024 by recognizing every employee in the South Jersey Terminal for going injury free in 2023! Achievements like this do not happen without every person in every department working closely together for one common goal.

South Jersey ended the year with 13 derailments.

On the Service side, On Time Train Performance was 99.12%, 32 Hour Cars was 180, and LOPA closed the year at 81.56%. The South Jersey Terminal continued to aggressively push to achieve our KPI goals and we ended up having a fantastic year in our service metrics.

There were plenty of highlights to look back on from 2023; Summer Spike employee event, Conrail Employees Family Day at Six Flags, South Jersey's One Year Injury Free Terminal picnics and giveaways, Winter Awareness employee event, Conrail Family Holiday Party at

Shady Brook Farms and finally, the very popular and successful South Jersey Santa Express in Haddon Heights.

2024 will present its own set of new goals, and of course a few obstacles. **Safety** will continue to be paramount on every shift of every day. **Service** is what Conrail is here to manage daily. We will strive to be a world class service provider to the over 130 customers we serve in The Delaware Valley. **Value** is something that is looked at every day, we will continue to make smart decisions in investing in people and our business. **Leadership** starts with me and is something I take very seriously every day. I will continue to challenge all Conrail employees to be leaders in their work groups. We are only as strong as our weakest link and South Jersey continues to show teamwork is our greatest asset. I wish you and your families all a wonderful 2024!!! #TEAMCONRAIL

John E. Higgins
South Jersey District Superintendent

Message from North Jersey District Superintendent



I hope everyone enjoyed quality time with their families and friends during the holiday season. As we turn the page on 2023, let us go back and evaluate our performance. We exceeded our goals on Service, Value and Leadership, but could have done better in Safety. 2024 will be a challenging year, and we must perform as safe as we can. Let us make it an injury-free year in North Jersey.

Safety: Injuries: North Jersey had ten FRA reportable injuries and six of those were Transportation employees. North Jersey has a lot of work to do in 2024. Human Factor Derailments and Track Caused Derailments: We finished 2023 with fifteen derailments, the lowest ever. Job well done North Jersey!

Service: Volume (car count) came back in 2023, and we serviced our customers with the highest level of service. YTD performance: LSM

(Local Service Measure): 97.57% | On Time Departures: 88.15% | Daily 32 Hour Cars: 108

Value: We finished the year \$800K favorable and were much better than prior years. Moving forward, we need to control our spending and continually find new ways to save.

Leadership: 2023 performance showed our character and how strong we are as a team. North Jersey also welcomed new managers which is an exciting time as it signifies growth and brings fresh perspectives. Each individual's unique experience will undoubtedly contribute to the collective success of our team. Let us build on our 2023 success going forward!

Do not dwell in the past, do not dream of the future, concentrate the mind on the present moment.

Mo A. Megali
North Jersey District Superintendent

Injury Free 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

- Jesse Dick – Trackperson – 15 Years of Service
- Paul Meyer – Signal Maintainer – 10 Years of Service
- Paul Holt – Car Inspector – 10 Years of Service
- Michael Iacoangeli – Trackperson – 5 Years of Service

NORTH JERSEY

- Michael Gnapp – Car Inspector – 25 Years of Service
- Jason Bawiec – Trackperson – 25 Years of Service
- Sandro Almeida – Trackperson – 25 Years of Service
- Leonard Pugliese III – Conductor – 20 Years of Service
- Nerio Saludes – Machinist – 15 Years of Service
- Barry Sanders – Trackperson – 15 Years of Service
- Daniel Medina – Car Inspector – 15 Years of Service
- Brian Lutomski – Signal Maintainer – 15 Years of Service
- Ronald Jimenez – B&B Helper – 15 Years of Service
- Shawn Ryan – Yardmaster – 15 Years of Service
- James De Marco – Engineer – 15 Years of Service
- Alfonso Resende – Electrician – 10 Years of Service
- Julio Perez – Signal Maintainer – 10 Years of Service
- Peter Holub – Signal Maintainer – 10 Years of Service
- Steven Castro – Trackperson – 10 Years of Service

- Samuel Dias – Trackperson – 10 Years of Service
- Eladio Cosme – Trackperson – 10 Years of Service
- Michael Gogates – Engineer – 5 Years of Service
- Titus Henry – Car Inspector – 5 Years of Service
- Alejandro Umali – Stevedore – 5 Years of Service

SOUTH JERSEY

- Almond Harris, Jr. – Engineer – 25 Years of Service
- Gregory Skomsky – Engineer – 25 Years of Service
- Michael McKeen – Engineer – 25 Years of Service
- Michael Cavanaugh – Yardmaster – 20 Years of Service
- Mark Petrowski – Yardmaster – 20 Years of Service
- Harry Misichronis – Clerk – 15 Years of Service
- Jeffery O'Rourke – Engineer – 15 Years of Service
- Robert Micun – Conductor – 15 Years of Service
- Jacob Stroman – Yardmaster – 10 Years of Service
- Ryan Derock – Signalman – 10 Years of Service
- Matthew Eichinger – Car Inspector – 10 Years of Service
- Mark Gallagher – Electronic Technician – 10 Years of Service
- Joseph Adirzone – Signal Maintainer – 5 Years of Service
- Jennifer Winton – Customer Service Rep – 5 Years of Service

Safety/Service Measures

On Time Road Train Departure performance has improved in 2023 vs. 2022



SYSTEM 3% Improvement 2023 vs. 2022
DETROIT 1% Improvement 2023 vs. 2022
NORTH JERSEY 4% Improvement 2023 vs. 2022
SOUTH JERSEY 2% Improvement 2023 vs. 2022

Yard Dwell Time has improved in 2023 vs. 2022



SYSTEM 10% Improvement 2023 vs. 2022
DETROIT 5% Deterioration 2023 vs. 2022
NORTH JERSEY 9% Improvement 2023 vs. 2022
SOUTH JERSEY 18% Improvement 2023 vs. 2022

Meet the Crew



BRIAN MACLACKLIN | Office Utility Professional

MEET THE CREW CA20

CA20 signs up at Pavonia Yard Monday through Friday and is on duty at 1100. The customers they serve are Fessenden Hall, Hainesport Railroad, Heritage Crystal Clean and Roosevelt Paper.



The crew of CA20 consists of Engineer Brian Flynn and Conductor Charlie Urdaz. Brian and Charlie both agree that listening to the senior railroaders is particularly important. Along with years of service comes a wealth of knowledge that can be valuable to newer railroaders. Brian has 25 years of injury free service with Conrail and expressed the importance of patience in stressful situations. Brian's advice to a new hire is, "I've been here 25 years without injury, be patient and put your time in". In his spare time, he enjoys spending time with his two teenagers.

Charlie has 22 years of service with Conrail. Charlie's advice to someone interested in a career with Conrail is, "You can have a great career here, this is a great place to work with some great people." In his spare time, he enjoys spending time with his kids, hitting Jeep trails with his wife, and shooting as a member of the South Jersey Shooting Club.

MEET THE CREW FL63

FL63 is a Detroit relief assignment that works out of River Rouge Yard on Sunday and Monday servicing Marathon Melvindale, Central Detroit Warehouse, GLE Scrap, and Shrader Tire & Oil. Thursday through Saturday, they work out of Livernois Yard servicing Kenwal Steel and Omnisource.



The crew of FL63 consists of Engineer John Sobush and Conductor Chris Gascon. John and Chris both agree that attention to detail is especially important and leads to them safely servicing our customers and providing them with the world-class service they deserve. Sobush notes, "It is important to

keep the trains on schedule and observe safety procedures." Gascon also adds, "Along with attention to detail, it's important to have patience and remain calm in stressful situations."

Sobush has 18 years of service and operates diesel electric locomotives to transport freight. In his spare time, he is a high school football coach and a volunteer at VFW Post 4553 in Detroit, Michigan.

Gascon has 11 years of injury-free service and monitors and inspects freight cars for defects, safely coordinates freight operations, and couples and uncouples cars and secures cargo. In his spare time, he is a youth football coach.

MEET THE CREW PR6

PR6 operates Monday through Friday and begins duty at 0759. The crew works out of Port Reading Terminal providing service to Northeast New Jersey and the New York Metropolitan Area, specifically Buckeye Terminal, Buckeye Transloader, and Sethness Products.



The Crew of PR6 consists of Engineer Kevin Gabriel and Conductor Kyle Ringwood. Kevin and Kyle have a combined total of over 22 years of experience. They both want to let the future Conrail generation know, "This is an extremely rewarding career. You get to come in and do something different every day. Don't overthink the task at hand, have patience and make sure what you're doing is being done the right way, safely."

Kevin has 17 years of service with Conrail and focuses on moving equipment safely back and forth without damaging anything and keeping in good communication with everyone involved. He loves being part of the longstanding history of the craft. Outside of Conrail, he serves as a Union Representative and is currently serving as the Second Vice Chairman on the state board for the union.

Kyle has 5 years of service with Conrail and recognizes the fact that being a conductor means moving cars safely from one place to another while servicing the customers in a timely manner. He would tell someone that is interested in a job here that it is a great place to be and if you put your time in, you can really make something here. Outside of work, Kyle enjoys spending his free time with his three dogs Cash, Stella, and Bubba.

Project Update

GREG REIMAN | Chief Engineer Maintenance of Way and Structures

CONRAIL'S BEAUBIEN STREET DIAMONDS located in the Detroit District were replaced for the first time since the mid 1990's.

A vision of this project began back in 2018 when Conrail's Engineering Team recognized a significant challenge in trying to maintain track infrastructure that was nearing the end of its useful life. Serious discussions of the project began in 2020 with Canadian National Railway (CN), who shares the crossing diamonds with Conrail. It was determined that the most effective solution was a total replacement of all four movable-point crossing diamonds. Field surveys were completed in 2022, and a track design was drawn to improve alignment through the diamonds. Extended material lead times pushed delivery into early 2023; however, the planning was already well underway by the Conrail Engineering Team.

Every option was explored when it came to minimizing the impact to train operations to Conrail, CN, and Amtrak, who operates passenger service over Conrail's and CN's lines in Detroit. The scale of a project of this magnitude was hard for many to wrap their head around given the fact that many current Conrail employees had not seen a project of this scale executed in Detroit. Furthermore, the fact that it was all going to be completed within 30 hours seemed to be an impossible feat at first. If there was an opportunity to complete any aspect of this project in advance, it was explored by the Conrail Engineering Team.

When projects of this scale are conceptualized, you cannot underestimate the planning effort that is necessary to successfully complete the project. While much of the planning efforts were memorialized by Conrail's Engineering Management Team, the details of those plans were often the direct result of collaborative discussions held with the

Engineering agreement professionals who would be the ones tasked with executing the work. With a limited workforce available in Detroit to cover round-the-clock shifts to complete this project, we sought the support of Maintenance of Way and C&S employees in the North Jersey and South Jersey areas. A total of 25 Engineering agreement professionals traveled to Detroit in support of this project and we could not have done it without them. Once everyone was able to see a well-thought-out plan on paper, this difficult project on an impossible timeline became numerous simplified tasks executed through multiple work groups. From this vision, came a level of confidence and clarity where everyone understood their role and believed we would meet our 30-hour commitment.

At 5:41AM on Friday, July 28, 2023, the first torch cut through rail was made and there was no turning back. We knew that 30 hours from this point it was our responsibility to ensure the safe passage of trains through CP Beaubien again. While the project itself presented its fair share of challenges, Team Conrail persevered. At 12:36PM on Saturday, July 29, 2023, the first southbound train, NS 121, traversed over the new diamonds.

A large number of Conrail employees have their fingerprints on this project, and it goes without saying that this would not have been possible without their help – thank you! Also, I want to give special recognition to Conrail's local Engineering forces and leadership team in Detroit; Matt Sharp, Tom Zuccaro, and Josh Osmialowski. This was the team that was largely responsible for making this project a reality by fielding countless phone calls, contractor coordination, material delivery, collecting field data, verifying field measurements, and most importantly, completing it all without incident or injury! Well done, Team Conrail!



A Successful Railroad Safety Initiative: Two-Day Train Accident Prevention Class

DAN CARLE | Terminal Engineer

In a resounding commitment to safety and the relentless pursuit of accident prevention, Conrail recently hosted a two-day Train Accident Prevention & Investigation Class which brought together nearly 30 managers from diverse railroad crafts. Held with meticulous planning and precision, this event offered a deep dive into the intricate world of railroading, emphasizing track engineering, geometry, freight car mechanics, wheel to rail relationship, and practical fieldwork demonstrations.

The diverse cohort of participants, hailing from various backgrounds and experiences, underscored the significance of an integrated approach to accident prevention and investigation. While each manager brought unique insights to the table, a common goal united them all: safeguarding the integrity of our railroad operations.

One of the standout features of the event was the comprehensive discussion of track engineering. The curriculum delved into the core principles governing the composition of railroad tracks, examining how these critical components interact and contribute to the stability and reliability of rail systems. Participants had the opportunity to gain an in-depth understanding of track dynamics and geometry, equipping them with valuable knowledge to address and mitigate potential hazards.

Another critical aspect of the class was the exploration of freight car mechanics. Participants were guided through the inner workings of these integral components of rail transportation. This knowledge provided managers with the tools to ensure that freight cars are well-maintained, reducing the risk of accidents due to mechanical failures.

The class also featured hands-on fieldwork demonstrations. Participants had the opportunity to witness safety protocols in action, offering invaluable insights into real-world investigations. This practical experience allowed managers to apply their newfound knowledge directly to the rail environment, reinforcing the importance of proactive safety measures.

The Two-Day Train Accident Prevention Class was more than just an educational seminar; it was a reaffirmation of the railroad industry's unwavering commitment to safety. Participants left the event with a wealth of new insights and practical skills. The lessons learned in this intensive course will undoubtedly serve as an enduring testament to the importance of proactive safety and the prevention of train accidents.



Celebration



Station



Andrea and Avery MacLacklin, daughters of Brian MacLacklin, Office Utility Professional, celebrated their first birthday in October 2023.



Danielle Goebel, Associate General Counsel, and her family welcomed baby Samuel Mark Goebel-Mishkin.



Coach Sobush, Detroit Engineer John Sobush, led the Pioneers to their first regional title in school history. Coach Sobush's twin boys made the game winning play. Nicholas Sobush, quarterback, threw an eight-yard touchdown pass to his brother, Antonio Sobush, with ten seconds left in the game putting them ahead 31-28 to win the regional title. Congratulations to Coach Sobush and the Pioneers!



Goalie Reaghan Conger, daughter of Joshua Conger, Engineer, led the Lady Lions U13 to victory at the Gettysburg Battlefield Tournament Elite Division.



Congratulations to Bruno Lucifero, Senior IT Technician, on the birth of his son Roman Anthony Lucifero!



Kinna Barsh, daughter of Julie Barsh, Manager of HR, led the South Jersey Gators 12U, to place 2nd in the Pretty in Pink Tournament held on October 15, 2023. The tournament was held to raise money for Breast Cancer Research.



Congratulations to Conductor Will Jackson on adopting Jack from the Detroit dog rescue, where he spent over 500 days!

Culinary Corner



BUFFALO CHICKEN DIP RECIPE

JULIE BARSH | Manager of HR

INGREDIENTS

- 4 boneless skinless chicken breasts
- 1 16 oz ranch dressing
- 2 blocks 8 oz cream cheese
- 2 blocks or bags 16 oz Colby Jack cheese
- 1 10 oz Franks hot sauce

DIRECTIONS

1. Preheat oven to 350 degrees
2. Boil chicken for 30 minutes
3. Cut and shred chicken into tiny pieces
4. Stir all ingredients together
5. Bake for 30 minutes

Serve with tortilla chips, crackers or whatever else you would enjoy!



PUMPKIN BREAD RECIPE

JAIME MCINTIRE | Administrative Assistant Engineering/Mechanical

INGREDIENTS

- 1 ½ cups sugar
- 1 cup vegetable oil
- 3 eggs
- 16 oz cooked or canned pumpkin
- 3 cups flour
- 1 tsp cloves
- 1 tsp cinnamon
- 1 tsp nutmeg
- 1 tsp baking soda
- ½ tsp baking powder
- ½ tsp salt

DIRECTIONS

Preheat oven to 350 degrees. Two large mixing bowls and two floured bread pans are needed. In one bowl, beat sugar and oil. Add in eggs and pumpkin. In a separate bowl, mix together all other dry ingredients. Slowly combine wet & dry ingredients and pour into floured bread pans. Bake for about 1 hour. Cool in pan for 10 minutes before transferring to wire rack.

Military Appreciation



Meet Brian MacLacklin, Office Utility Professional



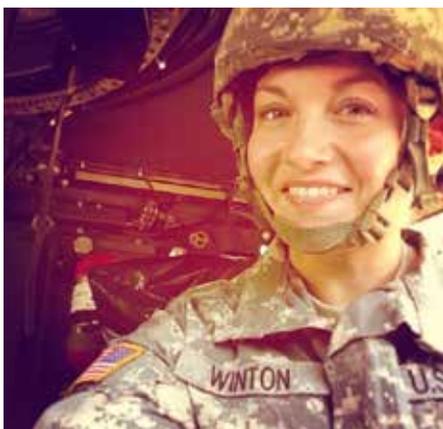
Brian MacLacklin, Office Utility Professional, joined the United States Army in October 2018. He spent October 2018 to December 2018 in Fort Jackson, South Carolina for Basic Combat Training and January 2019 to March 2019 in Fort Leonard Wood, Missouri at the United States Army's Chemical Warfare School attending chemical, biological, radiological, and nuclear warfare training to be a CBRN specialist.

The next four years Brian was assigned to Headquarters, 6th Squadron 6th Cavalry Regiment, 10th Mountain Division, at Fort Drum, New York. During this time, Brian worked as the CBRN NCO, had a combat deployment to Afghanistan, and attained the rank of Sergeant. Brian qualified expert

on many different weapons systems and received awards for his service. He also worked as the administrative office team leader, as well as the unit Armorer.

Brian was honorably discharged from active duty in April of 2023, but continues to serve in the New Jersey National Guard in Charlie Company 1-114th Infantry Regiment. Brian's wife, Marlayna, also served in the United States Army as the Unit Supply Sergeant and received an honorable discharge in May of 2023. In his spare time, Brian enjoys spending time with his wife, twins Andrea and Avery, and his dog Moose.

Meet Jennifer Winton, Customer Service Representative



Jennifer Winton, Customer Service Representative, joined the New Jersey Army National Guard in March 2010, while still in high school. She spent August 2010 to December 2010 in Fort Leonard Wood, Missouri in Basic Combat Training and the Military Police Academy. There she learned basic combat tactics, and what is expected of a Military Police Officer. For the next 7 years, she worked with the 328th Military Police Combat Unit. Jennifer qualified on multiple weapon systems over the years and trained as a subject matter expert for combat missions. She

worked as an Administrative Assistant to the units higher leadership and also spent time working as their Supply Specialist.

Jennifer was honorably discharged in March 2017. Since leaving the Army, she has volunteered for the Army Family Readiness Program, where she assisted with planning multiple fundraisers to help families in need while their loved ones were deployed. Now she supports her fiancé's military career as he has been serving for almost 14 years. In her spare time, Jennifer loves spending time at home with their two golden doodles.

Customer Highlights

JSP International

FRANK FUIMANO | Service Delivery
Compliance Officer

Detroit, Michigan, is synonymous with America's finest auto manufacturers, and Conrail has always played a vital role in supporting their infrastructures. It is equally important to provide exceptional service to our smaller volume customers as well. Although their buildings may not boast of thousands of square feet, the service we provide is a very intricate part of their day-to-day operations.

Located on the Highland Branch Industrial is JSP International, a global micro pellet conversion business with a concentration on automotive, construction, civil engineering, and packaging. This process would include the conversion of millions of micro pellets daily which render a wide variety of consumer products including auto parts such as dashboards, seating, and exterior components as well as yoga mats and rollers, jet ski hulls, generator pads, and even new home foundations. Additionally, JSP provides raw materials to other global companies focusing on impact energy material, installation and shock absorption, and durable plastics.

The relationship between Conrail and JSP dates to 2003 with freight volumes increasing every year. When asked how the infrastructure was able to support the increase in volumes over the years, JSP Operations Manager, Damien Gunn said, "Over the past decade, we have invested \$30 million dollars into our infrastructure to keep up with demand and to evolve into what we needed to compete". The investment is evident as the factory has almost doubled in size over the last several years. The work ethic is there; you can see it all around as the employees are excited about the future. I asked Damien what is the mission statement that makes JSP a leader in the industry and his answer was easy as pie "It's like pizza, we deliver on time, accurate, and the cheapest we can get it to you."



Eddystone Marine & Rail Terminal Company LLC

JEFFREY RUSSELLO | Service Delivery Support Specialist

Eddystone Marine & Rail Terminal Co. ("EMRTC") is located on Conrail's Chester Industrial Track and is served by multiple crews out of our Stoney Creek Yard. The crude by rail trans-loading facility is located within the Constellation Eddystone Generating Station property in Eddystone, PA.

The EMRTC facility was designed and engineered to handle ~80,000 barrels/day of crude oil. They receive crude oil by unit-train, store the crude oil, and load it onto marine vessels at their dock on the Delaware River for distribution to local oil refineries. Constructed in 2013 & 2014, the new EMRTC facility was placed in service in May 2014 with receipt of the 1st unit train of Bakken crude oil from North Dakota.

Since their start-up in May 2014, Eddystone Marine & Rail has added crude oil from Ohio to the Bakken crude oil handled at the facility; and have transferred a total of ~99,000,000 barrels (equating to ~1,410 unit-trains) to date.

"The Conrail Stoney Creek team's excellent service and tremendous support of Eddystone Marine & Rail's operation has been invaluable in safely and successfully moving crude oil through our facility," said Steve Turnbull, Director Eddystone Marine & Rail Terminal Company.

Conrail and EMRTC are looking for continued success, maintaining a strong relationship, and working safely.

Buckeye Partners

COURTNEY MILLS | Lead Service Delivery Compliance Officer

Buckeye Partners, established in 1886, has been a customer of Conrail since 2009. They currently have two locations serviced out of Port Reading Yard.

Buckeye is one of the largest independent liquid petroleum products pipeline and terminal operators in the U.S. They operate 134 terminals, have approximately 130 million barrels of tank capacity, and 5,000 miles of pipeline.

They are located on the Port Reading Secondary and offload railcars containing liquefied petroleum gas and butane. Buckeye Perth Amboy is located on the Garden State Secondary and offloads biodiesel, liquid hydrocarbons, and petroleum distillates.

Last year alone, the Port Reading facility offloaded 2,960 cars and the Perth Amboy facility offloaded 4,079 cars. These terminals offer over five million barrels of gasoline, diesel, jet fuel storage, and logistics to provide vital transportation fuels for the northern New Jersey and New York markets.

"Conrail has been a critical partner, not only to our start-up BIO train business in Perth Amboy, New Jersey, but also to our captive gasoline blenders in Port Reading, New Jersey. Together, we are able to safely and responsibly provide world-class service to meet the energy needs of our customers and the communities we serve," said Walter Markowski, Buckeye's Rail Scheduler.

Buckeye's headquarters is in Houston, Texas, with operations that span the United States and abroad. They operate in 27 states, as well as Puerto Rico, St. Lucia, and the Bahamas.

2023 Memories





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Mt. Laurel, NJ 08054

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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 2024-2025 academic year.

Conrail will advertise the scholarship in the 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 22, 2024 and close on May 1, 2024. 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 22, 2024. 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.

**Submit your favorite Conrail pictures to our Instagram, e-mail photos and captions to conrailmedia@outlook.com
If you have any article suggestions, announcements, or recipes please e-mail newsletter@conrail.com**