

JULY
2018



Shared Track



Take Our Daughters and Sons to Work Day

By: William Judge, Director of Human Resources and Pensions

ON APRIL 26, 2018 Conrail along with countless other businesses and corporations took part in the Take Our Daughters and Sons to Work day. Designed to be more than a career day, the Take Our Daughters and Sons to Work program goes beyond the average practice of “shadowing” an adult. Exposing girls and boys to what a parent or mentor in their lives does during the work day is important.

Showing them the value of their education, helping them discover the power and possibilities associated with a balanced work and family life, providing them an opportunity to share how they envision the future, and allowing them to begin steps toward their end goals in a hands-on and interactive environment is key to their achieving success.

Mt. Laurel Employees were invited to bring their children with them to work and enjoy a fun packed day hosted by the Human Resource Department. The day began with each child receiving their own Conrail ID badge, followed by speeches and

presentations from various departments explaining the variety of jobs and responsibilities on the railroad. The children were then given a tour of the various work areas. C&S Signal Engineer Steve Vant stole the show when he gave every child a chance to sound the horn on the boom truck and helped each participant to take a turn moving the crane on the back of the vehicle.

Once each child got to get some hands on fun, they were given a tour of the customer service area as well as the dispatch area. Dispatcher Buzzy Wood was well prepared for his visitors, with bags of candy at the ready for each and every one of his little guests. The children couldn't ask Wood enough questions before it was time to move on to the next event.

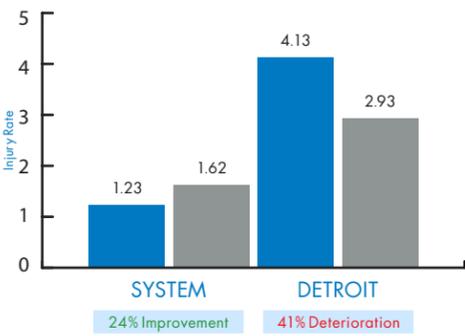
To conclude the day the children were treated to ice cream sundaes, candy, and their very own Conrail hardhat. We would like to thank everyone who helped make this year's Take Our Daughters and Sons to Work Day a great success, but most importantly for our guests who came and spent the day with us.

Detroit Shared Assets Area

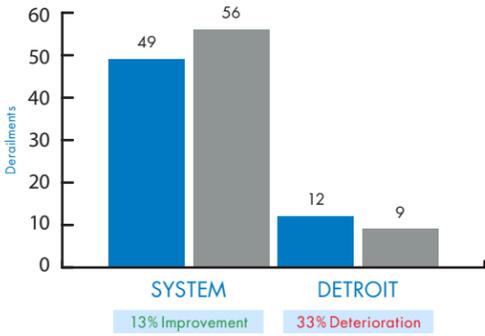
DETROIT SAFETY AND PERFORMANCE METRICS

■ June. 2018 YTD ■ June. 2017 YTD

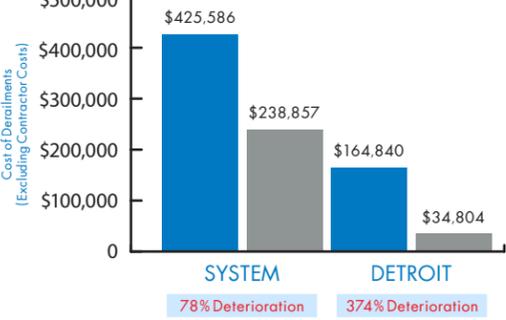
EMPLOYEE INJURY RATE



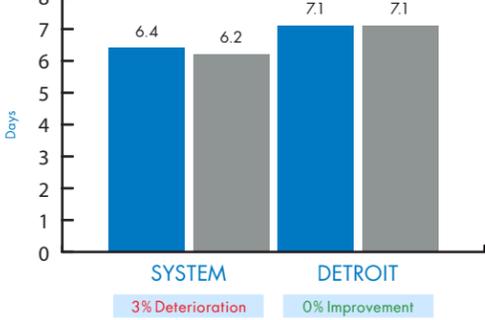
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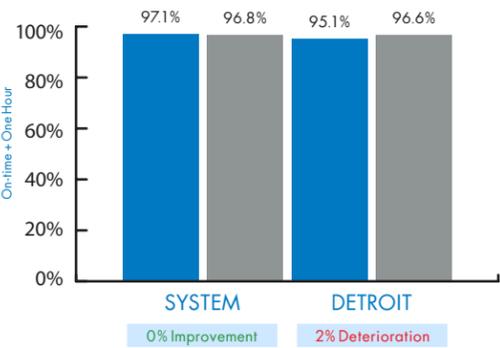
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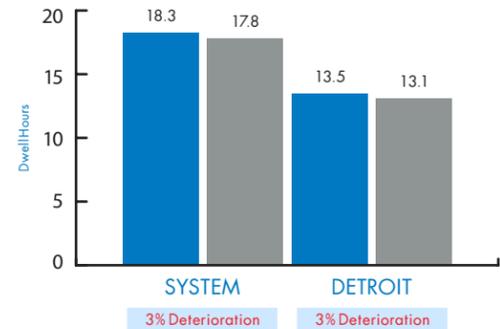
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



Metalsa

By: Kory Johnson, Detroit Terminal Superintendent

METALSA, a subsidiary of Grupo Proeza, manufactures structural components for the light and commercial vehicle markets.

Products include chassis frames and body structural stampings and assemblies for passenger cars and light trucks as well as chassis frames, side rails and crossmembers for heavy trucks and buses.

The Company has presence in Argentina, Australia, Brazil, China, Germany, India, Japan, Mexico, Thailand, South Africa, USA and a joint venture in the United Kingdom.

Metalsa distinguishes itself by offering quality, differentiated service and innovation, competitiveness and customization to each customer.

Their culture is a strong asset to foster collaboration and communication in order to support efficient decision-making processes. They continually strive to eliminate barriers of collaboration and seek for human development and the well-being of their communities. They create a multicultural team of more than 12,000 employees around the world giving Metalsa the opportunity to offer solutions to the customer with a strategically global perspective.



River Rouge Crossover Replacement

By: Adam Baginski, Manager of Engineering Services

THE MOST important role of Conrail's M&W Department is ensuring that the tracks our trains run on are safe and in a state of good repair. Every day, the M&W Department do things like adjusting gage, installing ties and switch timbers, changing rail, performing welds, and surfacing track, all to ensure that trains move safely and our customers receive the best service possible.

Sometimes, when a certain section of track is showing signs that it is almost reaching the end of its operational lifespan, the best repair is to replace that section of track altogether. That was exactly the case this April when Conrail forces replaced an old wood timber crossover at the north end of River Rouge with a brand new steel tie crossover and steel tie track panels to connect the crossover to the existing track.

Installing this crossover required careful coordination between Conrail's M&W, Transportation, and B&B Departments. It is located in a difficult to reach place, at the north end of the very busy River Rouge Yard and partially on a bridge over Coolidge Highway. In order to avoid disrupting service to our customers, work was mostly completed during a weekend outage, when train traffic is lower. B&B had to install special protective barriers on the sides of the bridge to ensure that ballast and other material did not pose a risk to the motoring public.

The amount of coordination it took from various departments in order to complete this project in a safe, efficient, and timely manner was a task of its own. The fact that we were able to get the job done, continue to provide service to our customers, and cause minimal disruptions to train movement is a testament to our hardworking employees.



Philadelphia/Mount Laurel

RECEIVING YARD
TRACKS 1-9

Conrail Keeps Army Exercise on Track

By: Stephen McGinnis, Communications Coordinator

THE ARMY is shifting to larger-scale exercises that happen on short-notice in order to be less predictable to possible adversaries, according to Gen. Robert Abrams, the Army's Forces Command commander.

"I think there is probably a very, very good chance that we, as part of this new paradigm outlined in the National Defense Strategy," will see those exercises happening "not necessarily just to [U.S. European Command] but maybe to other combatant commands," Abrams told Defense News in an interview at the Association of the U.S. Army's Global Force Symposium.

The newly released National Defense Strategy — or NDS — calls for the military to be strategically predictable to allies and partners and operationally unpredictable to potential adversaries.

Army Material Command Commander Gen. Gus Perna told Defense News, in a separate interview at AUSA, that the Army has prioritized training to operational movements. In such a movement, a brigade gets alerted it will be going to a training event at the National Training Center, Europe or South Korea, for example, and it is responsible for moving its equipment to a rail-head, loading it all onto rail, synchronizing movement of equipment to a port, loading it again onto a ship and then offloading at another port followed by moving equipment using road and rail to a final destination.

The ramp up in such movements will allow the Army "to train, to build muscle memory through soldiers, through leaders, through organizations to deploy our forces, but we all have to be synchronized and integrated," Perna said. "It's got to be almost like the human body operating, it can't just be the hand, can't just be the leg, can't be the arm, it's got to be a collective synergy all the way from the motorpool to the following fox hole."

And the Army has learned quite a few lessons in how to adapt its processes and procedures for getting equipment into theater.

"We've learned quite a bit quite frankly, some of it as simple as how to strap a vehicle to a rail car, which was a lost art, to how we load ships, what type of ships we want to use, how we call forward ships, what capability we want on the far side and understanding that maybe those ports and airfields can be interdicted," Perna said. "We've learned a great deal tactically all the way through strategically. How do you manage the fleet, who manages it, who is in command and control, and how do they do that?"

These strategic movements require a great amount of coordination from all parties involved, once the equipment is loaded onto trains; it is now up to the railroad to ensure the mission stays on course. Recently Conrail handled several "military trains." The cargo was part of a military exercise, where the vehicles were loaded out of Ft. Drum in Watertown NY and were loaded onto a vessel heading to Texas. Overall the exercise is supposed to show "readiness" should the military receive activation notice they needed to ensure a strict timeline could be met.

As with any operation there is always the chance for things to go wrong, and when they do, someone has to take charge of the situation and make adjustments to ensure the mission is accomplished.

"During the operation Trainmaster Mel Little was onsite for every move and ensured everything went fluidly during the actual moves. After the terminal was in order he was still available answering our concerns by calls, emails and text, I would say over all he was probably working 16-18 hour days," said Kevin Kyszcak, Tioga Marine Terminal.

During the 5 days we had a few empty cars derail putting the operation in jeopardy. While I was optimistic that we would receive that nights loads Mel assured me he would get it done. True to his word repair crews were there until 2 a.m. and everything was spotted on port just before 8 a.m., he added.

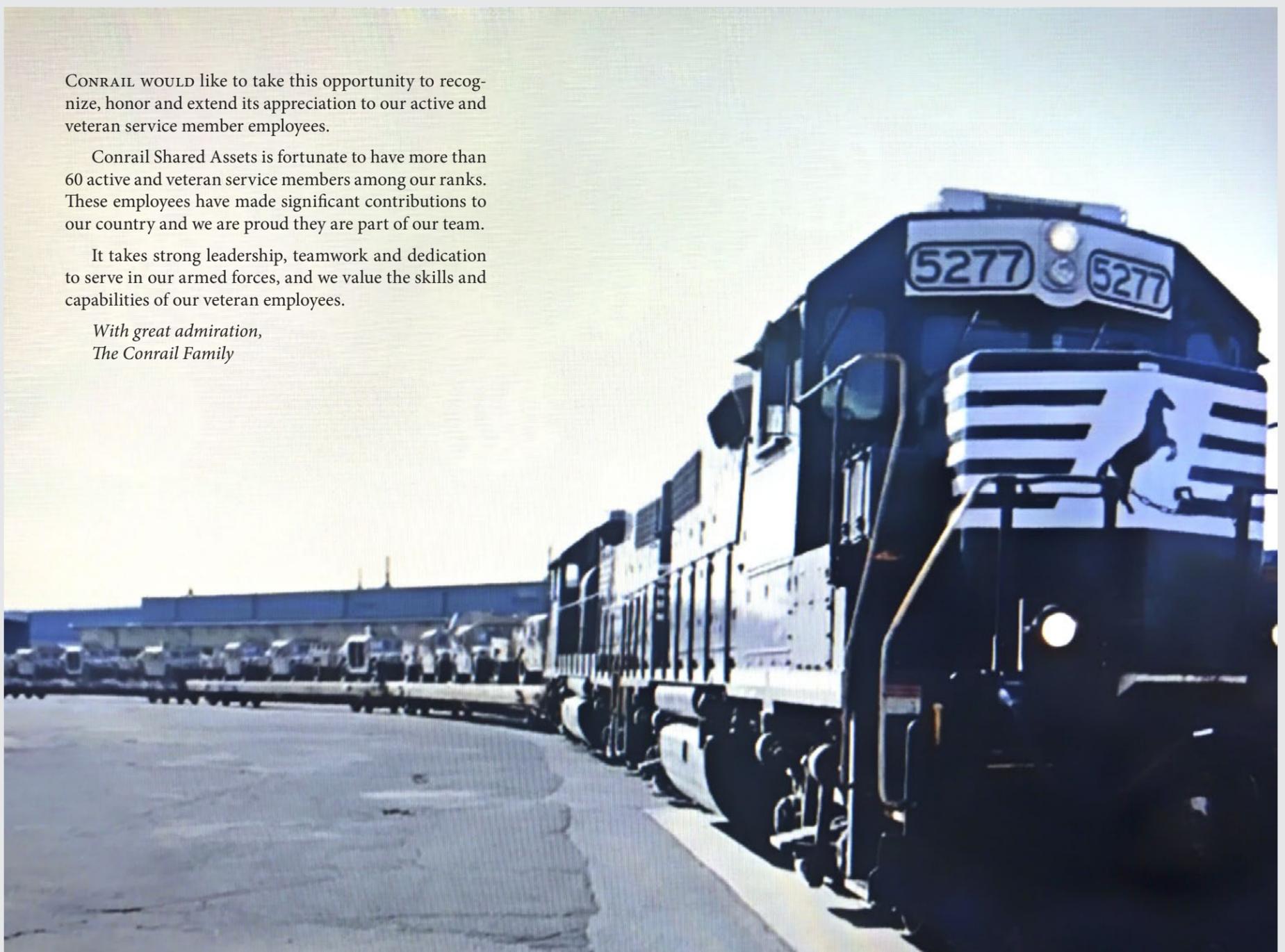
"Overall Mel was the glue that held this together on the rail side and while he always does a great job he went above and beyond for this exercise."

CONRAIL WOULD like to take this opportunity to recognize, honor and extend its appreciation to our active and veteran service member employees.

Conrail Shared Assets is fortunate to have more than 60 active and veteran service members among our ranks. These employees have made significant contributions to our country and we are proud they are part of our team.

It takes strong leadership, teamwork and dedication to serve in our armed forces, and we value the skills and capabilities of our veteran employees.

*With great admiration,
The Conrail Family*



Connections

Mount Laurel/Philadelphia

Injury-free Years of Service

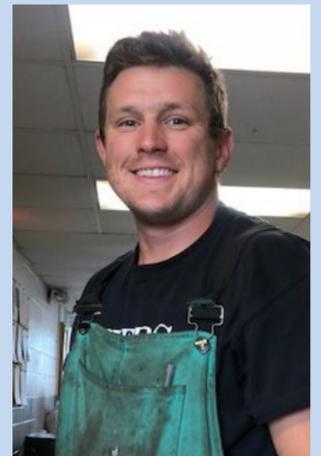
- Elizabeth Barnhart, Asst. Corp Sec & Corp Compliance 5, years of service
- Stephen McGinnis, Communications Coordinator, 5 years of service
- Jessica Davis, Customer Service Representative, 5 years of service
- Deborah Beynon, Controller, 5 years of service
- John Falcao, Train Dispatcher, 10 years of service
- Sergio Silva, Train Dispatcher, 10 years of service
- Douglas Robertson, Supervisor Service Delivery, 10 years of service
- Shaury Bennett Mccloud, Crew Dispatcher, 10 years of service
- Cassandra Schmutz, Customer Service Representative, 10 years of service
- Kaitlin Ashenfelter, Administrative Assistant, 10 years of service
- Keith Kajkowski, Train Dispatcher, 15 years of service
- Andrew Richards, Train Dispatcher, 20 years of service
- Jonathan Broder, VP Corp Develop & Chief Legal Officer, 30 years of service
- Anthony Carlini, VP Chief Admin Officer & Treasurer, 30 years of service
- William Kaeser, Chief Engineer-D & S/Capital P, 40 years of service

Detroit

Injury-free Years of Service

- Kevin Clarke, Electronic Technician, 5 years of service
- Ralph Barnes, Foreman, 10 years of service
- Kristian Hanus, Conductor, 10 years of service
- Silvestre Jimenez, Engineer, 10 years of service
- Christopher Reynolds, Engineer, 10 years of service
- Mark Catanzaro, Engineer, 10 years of service
- Robert Austin, Carman 10 years of service
- Gregory Karkoska, Engineer, 10 years of service
- Kevin Koss, Electrician, 10 years of service

// I've been able to serve 10 years injury free thanks to the collective efforts of our Conrail Detroit family. I always come to work with a positive attitude and know that I'm not only responsible for my own safety but also the safety of everyone around me," said Carman John Clarey, 10 years of service injury free.



South Jersey

Injury-free Years of Service

- Keith D'Amico, Conductor, 10 years of service
- Danny Flake, Car Inspector 10 years of service
- Victor Settini, Car Inspector, 10 years of service
- Rodney Thomas, Car Inspector, 10 years of service
- Kelly Holden, General Clerk, 10 years of service
- Philip Summers, Engineer, 10 years of service
- Michael Vittorio, Yardmaster, 15 years of service
- Mark Mather, Engineer, 15 years of service

// Always Be aware of your surroundings and be proactive in your day to day responsibilities," said Richard Vogt, Engineer 40 years of service injury free.



North Jersey

Injury-free Years of Service

- John Skrapka, Carman, 5 years of service
- Marek Garncarz, Carman, 5 years of service
- Zachary Hudak, C&S Maintainer, 5 years of service
- Brian Lennon, Engineer, 10 years of service
- Daniel Barrett, Electrician, 10 years of service
- Derrell Gregory, Conductor, 10 years of service
- Floyd Huntley, Engineer, 10 years of service
- Francisco Pereira, Inspector, 10 years of service
- Larry Lozito, Engineer, 10 years of service
- Richard Kvartek, Maintainer/Repairman, 10 years of service
- Robert McCabe, Engineer, 10 years of service
- Alonzo Brown, Engineer, 10 years of service
- John Carpenter, Conductor, 10 years of service
- Joseph Krysiak, Engineer, 10 years of service
- Michael Picariello, Engineer, 10 years of service
- Ibrahim Williams, Trackman, 10 years of service
- Dennis McDade, Carman, 10 years of service
- Rudy Canagon, Engineer, 10 years of service
- Santo Fontana, Conductor, 15 years of service
- William Ricks, Engineer, 15 years of service
- James Fiorillo, Shop Manager, 40 years of service

First Anniversary

- Anthony Facchino, Stevedore
- James De Marco, Stevedore
- Maximo Perez, Stevedore

// You always want to go home the same way you came in to work. To do that, safety has to come first and always be aware of everyone and everything around you," said Conductor William Clemons, 15 years injury free.



Connections

Bob Baylor

BRIDGES AND BUILDINGS manager Bob Baylor recently passed the Fundamentals of Engineering Examination exam and is currently working towards obtaining his Professional Engineering license. Baylor graduated from Rutgers University in 2012 with a Bachelors Degree in Civil Environmental Engineering. He joined the Conrail team in 2011 as an intern and within a year began working in the Engineering Department.

Passing the FE exam made Baylor eligible to take the PE exam. "You have to get a four year degree in Engineering and it also requires four years of experience working in the field. Now that I completed those requirements and passed the FE exam I applied to take the PE exam, and am scheduled to take it in October."

The amount of time recommended to pass the PE exam is extremely demanding. According to LearnCivilengineering.com, a website dedicated to tutoring engineers to pass the PE exam, "The recommended hours spent studying should be approximately 200 or more hours." Baylor has been steadfast on his path to earning his PE all while continuing to fulfill his responsibilities at Conrail.

"It has always been a personal goal of mine to get my PE license since I graduated, so I am really looking forward to taking the exam, a little nervous, but I'm ready. It is not only a personal goal, but also a career goal, it would make me an even greater asset to Conrail," said Baylor.

The PE license would add to Baylor's credibility in his field and would allow him to review and sign off on any construction projects that Conrail may want to conduct in the future to improve operations at Shared Assets.



Jocelyn Gabrynowicz Hill

JOCELYN GABRYNOWICZ HILL, Director of Public Affairs and Assistant General Counsel, was recently selected as one of Progressive Railroading magazine's Rising Stars, which honors railroaders under the age of 40 who have made, or are making, a positive impact on the rail industry.

To select the winners Progressive Railroad's magazine staff weighed each nominee's contributions to the rail industry, career achievements, leadership, professional association activity and community involvement.

Hill joined Conrail in 2015 with an extensive background as an attorney and government relations professional. She received her Juris Doctor, J.D., from Pennsylvania State University, Dickinson School of Law, and her B.A. from Kenyon College.

She is also certified by the U.S. Green Building Council as a LEED accredited professional (LEED AP) knowledgeable about Green Building practices, procedures, and related issues.

This is not the first time Hill has earned recognition for her superior work ethic and capabilities. Prior to joining Conrail she was selected as a "Pennsylvania Lawyer on the Fast Track." She was also selected as one of the Philadelphia region's Top 101 Emerging Connectors in a survey conducted by Leadership Philadelphia.

Most recently Hill worked closely with Philadelphia community groups, law enforcement, local officials, economic leaders in the city and many others improve and clean up areas along Conrail property. She not only helped to rehabilitate the area, but to obtain help and housing for impacted individuals.

Hill and 19 other Rising Stars were honored on July 22nd at a recognition dinner in Chicago.

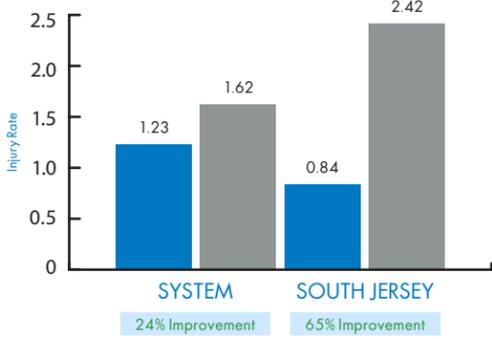


South Jersey Shared Assets Area

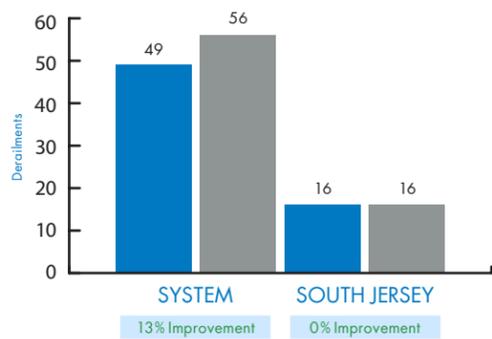
SOUTH JERSEY SAFETY AND PERFORMANCE METRICS

■ June 2018 YTD ■ June 2017 YTD

EMPLOYEE INJURY RATE



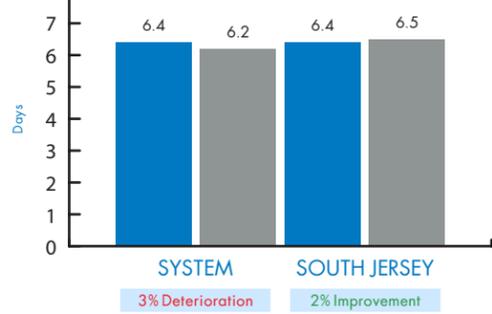
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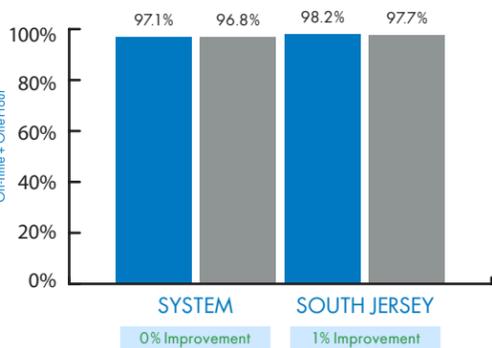
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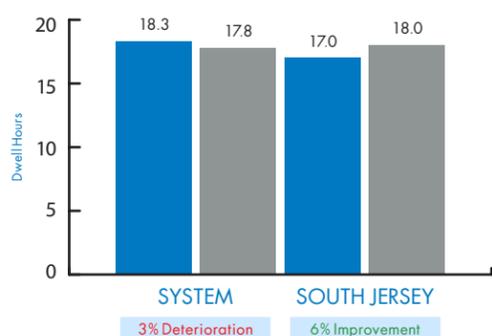
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



Professional Engineering License

PROFESSIONAL ENGINEER licensure enables engineering professionals to advance higher in their careers and in wide-ranging ways. But becoming a licensed Professional Engineer (PE) is a difficult and time-consuming process.

Considered the highest standard of competence for the engineering profession, PE certification not only enhances an engineering professional's stature, but also represents higher levels of authority and responsibility. Because the requirements to earn PE status are stringent, and companies often don't require a PE license for employment, not all engineers become licensed.

Most young engineering professionals entering the workforce, particularly engineering students nearing graduation from college, face the decision of whether to become a licensed PE.

Not only does a PE earn respect among engineering peers and a personal sense of achievement, there are a number of practical career options that are not always available to their non-licensed counterparts. The contribution to career advancement is among the most important benefits of PE licensure.

Only a licensed engineer may prepare, sign, seal, and submit engineering plans and drawings to a public authority for approval, or to seal engineering work for public and private clients. With these responsibilities comes more authority and greater earning potential.

Although the "PE" title after an engineer's name will likely benefit a professional's career for the rest of his or her life, it's easy to rationalize not pursuing licensure when one considers the additional time and effort required after the long investment to earn an engineering degree. PE licensing in each state differs, with a state board determining requirements and procedures, but it generally requires completion of four key steps.

Upon completing a four-year college degree from an ABET-accredited engineering program, the candidate can become classified as an "engineer intern" (EI) or "engineer-in-training" (EIT) by successfully completing the first intensive exam. In most states, the first test is the eight-hour Fundamentals of Engineering (FE) exam, which grills applicants on their knowledge of basic engineering principles. Achieving EI or EIT status signals that the candidate has mastered the fundamental requirements toward earning his or her PE license. Many colleges and universities encourage engineering students to take the FE exam before graduating, and some provide review courses, though a candidate is not an EI or EIT until having graduated and passed the exam.

From there, the candidate must demonstrate qualifying engineering experience by working under a PE for roughly four years. To constitute "qualifying experience," the experience must meet a number of criteria, and usually would need to be engineering projects of a grade and a character that would indicate to the state engineering licensing board that the applicant may be competent to practice engineering while showing evidence of independent decision-making and personal accountability in design and application. Simply put, while the four or more years of experience must be gained under the supervision of qualified professionals, it must also be professional in character.

"If the candidate is not a graduate of an accredited four-year engineering program, the candidate will usually need more than four years of qualifying experience (often eight to 12 years depending on the nature of the candidate's education) in order to be eligible for engineering licensure," the NSPE makes clear. "Some states will not permit non-graduates to take the FE, no matter how much experience the candidate has."

After accumulating the years-long qualifying engineering experience, in most cases, the final step in attaining PE licensure is successfully completing the Principles and Practice of Engineering (PE) exam in the candidate's state. The intensive eight-hour exam tests the candidate's ability to practice competently in a particular engineering discipline. Specialties range from industrial to nuclear engineering to multiple fields in civil or mechanical engineering.

For dedicated PEs, earning a license is only the beginning, as many states require them to maintain and improve upon their skills with continuing education and professional development opportunities throughout their careers.

The Tyburn Railroad

THE TYBURN RAILROAD has been providing rail/truck transload and truck delivery services at its facility in Morrisville, Pa. for more than 20 years. Previously, TYBR had leased a seven acre portion of Conrail's former Tyburn yard property for these operations, but with Regional Rail's purchase of the Tyburn Railroad, Regional Rail simultaneously acquired from Conrail the seven acres that TYBR had previously leased, along with the additional seven acres that comprised the remainder of the former yard property.

TYBR now owns all of the property used for its transload activities, and has significant room to grow. TYBR's facility is strategically located in the I-95 corridor approximately 30 miles north of Philadelphia, and 40 miles south of Newark, N.J. The facility has excellent highway access and can handle a variety of liquid and dry bulk commodities, including hazardous materials.

TYBR provides an onsite truck scale, along with various conveyors, steam and hot water heating systems, product blending and testing capabilities, daily customer inventory reports, and onsite, on demand railcar switching services. Tyburn also owns and operates its own fleet of tractor trailers for both liquids and dry bulk materials, providing customers with the option of either turnkey delivery service or the ability to use third party motor carriers.



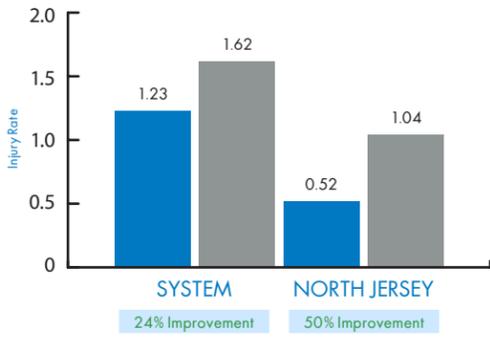
North Jersey Shared Assets Area

RECEIVING YARD
TRACKS 1-9

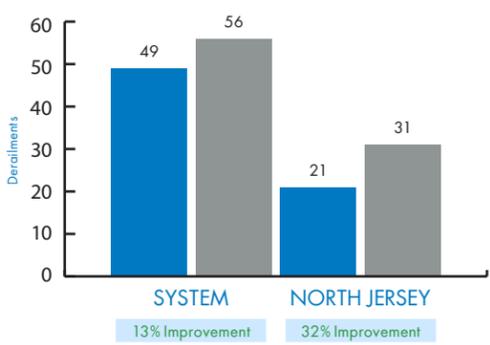
NORTH JERSEY SAFETY AND PERFORMANCE METRICS

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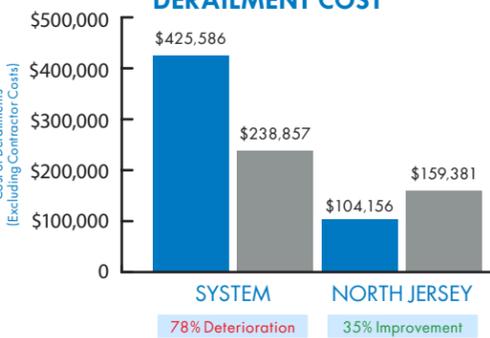
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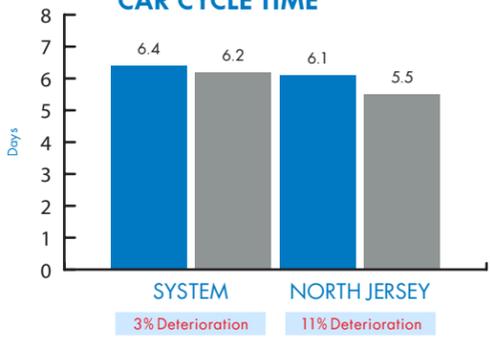
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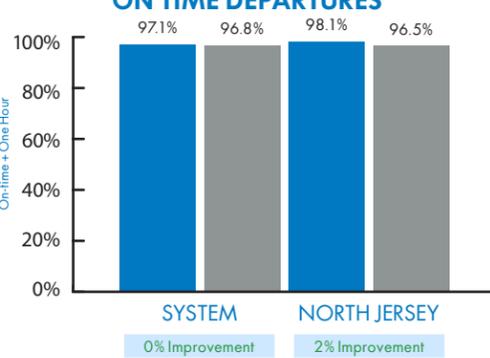
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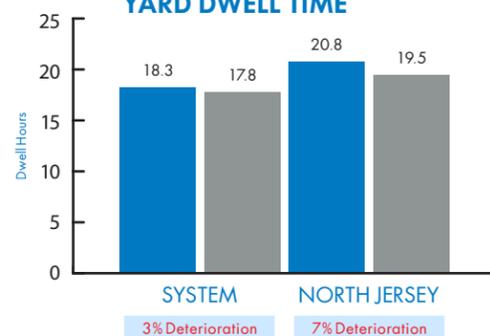
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



Conrail recognized by NJ Alliance for Action

By: Ryan Hill, Director Design & Construction

OVER 2,500 of New Jersey's top corporate, labor, professional, academic and governmental representatives are members of the NJ Alliance for Action. Their mission is to improve New Jersey's economy through the promotion of capital construction and infrastructure investment. The 7th annual Leading Infrastructure Projects awards program honored the people and organizations throughout New Jersey that partner together to ensure the safety and efficiency of the state's infrastructure. There was a sold-out crowd of several hundred people in attendance at the Forsgate Country Club in Monroe Township to honor sixteen infrastructure projects by the Alliance for their project's positive impact on the state.

Conrail's Project Engineer Vinny Milano was in attendance to accept an award on behalf of Conrail for its contribution on the NJ Turnpike 14A rehabilitation project. The Interchange 14A Improvement Project received a "Distinguished Engineering Award" from the New Jersey Alliance For Action in 2017 and a "Leading Infrastructure Project" Award in 2018.

"Vinny's recognition at Turnpike 14A exemplifies the partnerships and coordination that Conrail's Design & Construction Department practices on a daily basis. Safely completing these projects while maintaining Conrail's daily operations is a testament to Conrail's commitment in supporting the communities in which we operate. These infrastructure projects are crucial to transportation and supply chain within the regions we operate.

The 14A interchange project is due to be completed by the fall of 2018. The improvements will enhance New Jersey's transportation network through improved intermodal connectivity, particular at the Global Intermodal Facility being constructed in Conrail's Greenville Yard. The project will also reduce delays on the Newark Bay-Hudson County Extension, relieve congestion on city streets, create jobs, improve air quality and encourage regional economic development. Funded by toll dollars, the project is designed to minimize disruptions in the community and to maximize community outreach. The project includes expanding the toll plaza from 11 to 13 lanes and making several ramp and roadway improvements to alleviate congestion in the area.



Port Newark Container Terminal

PORT NEWARK Container Terminal (PNCT) located in Port Newark, New Jersey occupies 272 acres, handling more than 1.3 million twenty-foot equivalent containers annually. PNCT secured a long-term extension of its lease agreement with the Port Authority of New York/New Jersey through 2050.

As one of the largest infrastructure projects in New Jersey, PNCT will invest \$500 million into its expansion before the year 2030. The expansion will add 1.0 million twenty-foot equivalent containers moving through the terminal, creating significant economic growth for the Northeast region.

Currently, PNCT leads the Port of NY/NJ, moving 25% of its vessel container volume via rail, the highest in the NY/NJ Port Complex. In 2018-2019, PNCT plans to open a new gate complex and grow terminal capacity by 28 percent.

PNCT Intermodal Rail Head is the only exclusively operated rail operation by a marine terminal in the Port of New York/New Jersey.

Further expansion plans include the development of 50 additional acres, a new gate facility, additional berth deepening and upgraded container handling equipment including additional super post-Panamax ship-to-shore cranes.

- 4 Intermodal Rail Spurs of 2,500 feet each.
- 10,000 feet of operational rail track.
- On-Dock Rail: The Corbin St. Bridge connecting Port Newark Container Terminal directly with the PNCT Intermodal Rail Head increases supply chain velocity.
- PNCT moves 25% of its overall volume via Rail, eliminating hundreds of thousands of truck moves off the region's Highway/Interstate system while reducing carbon emissions.
- Full US Unit Trains of 10,000 feet arriving and departing DAILY.

The Conrail Store is Open for Business

Check out the full line of official branded merchandise featuring the logos of Conrail and predecessor railroads. Great for gifts, or your own use.

Show your pride in our railroad!

Go to Conrail.com, click the menu icon, and then click on the Conrail Store button to shop for shirts, jackets and caps, pens, clocks and watches, as well as mugs and umbrellas.



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Conrail news for you.

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Employee Benefits

CONTINUING EDUCATION ASSISTANCE:

CONRAIL OFFERS a tuition assistance program for employees who want to further their education by taking courses in a business-related area. Courses must be taken at an accredited university, college, or public vocational school.

They may include Associate or Bachelor degree programs, graduate courses directly related to an employee's current position, and non-degree programs leading to a professional license or certification.

Costs covered by the program include tuition, registration, required textbooks, and lab fees. All courses require prior approval by an employee's supervisor or Department Head.

DOLLARS FOR DOERS:

CONRAIL APPRECIATES the contribution our employees make in their local communities through volunteer activities.

We honor our employees' spirit of service and seek to support their volunteer efforts through the Dollars for Doers program. For every hour an employee volunteers at an eligible non-profit organization, he or she earns \$10 towards a charitable contribution that Conrail will make to a non-profit organization of the employee's choice.

To qualify, employees must volunteer a minimum of 15 hours and up to a maximum of 40 hours during a calendar year.

