

WINTER 2023

INSIDE THIS ISSUE

- 2** Message from the President
- 3** 2022 NJ & SJ Golf Outing
- 3** First Responder Training
- 4** What's the Scoop Sup?
- 5** Injury Free
- 6** Meet the Buildings and Bridges (B&B) Foremen
- 7** Labor Relations: The Outcome of the 2020 National Contract Bargaining Round
- 7** Stoney Creek
- 8** Celebration Station
- 9** Recipes
- 10** Conrail Winter Awareness Events
- 10** 2022 Top Ten Customers by Car Loads
- 11** 2022 Memories
- 12** Frank Thomson & Women's Aid Scholarships



Shared Track is available on the Conrail website under "News and Information." www.Conrail.com

sharedtrack

Employee Appreciation Days

Conrail employees and their families celebrated the holidays as they gathered on December 17, 2022, to share some holiday cheer!

Employees from the North Jersey and South Jersey areas 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 cold outside, but employees were nice and toasty in the decorated barn where dinner was hosted while enjoying holiday tunes.

Detroit employees enjoyed Let it Glow Wild Lights at the Detroit Zoo. Guests enjoyed masterfully designed light displays and festive vignettes featuring millions of lights that illuminated buildings, trees, sculptures, and a walk-through light tunnel. They strolled through an immersive forest of lights while listening to the sounds of the season. Employees then gathered inside for a delicious buffet!

Both events had a huge turnout this year, the largest ever! We would like to thank everyone who joined us to celebrate the holidays as well as those that worked hard to make the 2022 Employee Appreciation Days an enormous success.

Conrail's Santa Train

JOHN HIGGINS | South Jersey District Superintendent

On December 3, 2022, the South Jersey Terminal began our Holiday Season with our family Santa train at Conrail's Woodbury Yard. Despite a wintry mix of winter weather, we had a tremendous turnout filled with Christmas music, hot chocolate, Christmas cookies and stuffed animals for all the kids. The highlight of the day was each family taking a few minutes to visit with Santa Claus and having a family portrait taken aboard the historic Pennsylvania Railroad Business Car 120 which has hosted many dignitaries over the years, such as Prince Charles (now the King of England), John F. Kennedy to Army vs. Navy games in Philadelphia

and carried Robert F. Kennedy's body from Boston to Washington, DC for his funeral.

North Jersey Terminal also hosted the family Santa train on December 10, 2022, at Conrail's Oak Island Engine House, Port Newark Yard, Port Reading Yard, and Browns Yard. They also received a tremendous turnout and fun was had by all in attendance. In North Jersey, they used Conrail's Santa caboose where family and friends were able to visit with Santa!

Both teams are looking forward to making this a yearly tradition for our Conrail family!



Message from the President

As we enter 2023 and reflect on 2022, we have so much to be proud of and collectively we should all have a great sense of accomplishment on what this team was able to deliver in every aspect of our railroad operations and our business. These accomplishments were truly a team effort, and it was every single Conrail employee that played a part in delivering world-class service for our owners and to the customers that depend on us every single day. As you know, I look at our business in 4 areas – Safety, Service, Value, and Leadership. You all delivered some very impressive performance in each one of those categories, and you delivered them under less-than-ideal conditions. Our Agreement Professionals were dealing with labor negotiations and strike discussions, the car volumes were far less than predicted, we were short on Train and Engine employees as our new hires were being trained, jobs were being blanketed daily, the uncertain economy and ever rising costs, not to mention adjusting to the post COVID world we are all living in. Any one of these issues could have been detrimental distractions, but this team overcame each of these issues and delivered some of the best results ever.

Our **Safety** performance was better than we have seen in many years. On the Personal Injury front, we experienced 13 Reportable Injuries compared to 15 in 2021. Even though one reportable injury is too many, we are certainly heading in the right direction. Special recognition to the Engineering Department who worked the entire year without a single Reportable Injury! Congratulations to each member of that work group as that record has never been accomplished before! Well Done!

Our total Train Accidents closed out the year at 85, 14 less than we experienced in 2021. Our Human Factor Derailments finished at an all-time best of 47, but that is still far too many. We need to continue to focus on our Human Factor events and take them out of play. It is imperative that we take the extra time necessary to ensure that we are performing the task at hand correctly. This must happen to keep ourselves, our coworkers, and the communities we serve safe. Human Factor Derailments can and should be eliminated. This must be our focus for 2023, and it will take all of us working to that common goal to succeed in that effort.

Our **Service** performance was positive despite the crew and locomotive shortages we experienced at Conrail as well as from our owners (NS & CSX). We were forced to make a lot of consolidations and call daily audibles to ensure we were able to fill our Train and Engine jobs and properly serve our customers. I thank you all for your patience and flexibility during those times while we were getting our new employees trained and ready to go to work. I truly understand and appreciate the frustration you all felt during those

times. Because of your flexibility and understanding, the service results for our customers and our owners were favorable. On Time Train Performance closed at 89.9% against a goal of 90%. Inventory Management (daily 32-hour cars) came in at 772 cars daily against a target of 780, and On Time Deliveries to our customers (LOPA/LSM) finished at 86.9% against a goal of 90%. Even though we didn't achieve our goals for a few of these measures, these are impressive numbers considering the challenges that we faced.

On the **Value** (budget) front, we also had challenges due to the downturn in volumes. We closed out the year with 3.7% less carloads than the previous year, and 8% less than projected. We haven't seen carloads that low since the middle of the COVID pandemic. To put that in perspective, a 3.7% reduction equates to 41,000 less customer cars, and 8% equates to 92,000 less customer cars. As we received the projections, we budgeted for the projected volumes. Due to the volumes not materializing, our cost structure was far greater than the volumes. But once again, this team reacted appropriately to this reduction and made the right changes to reduce costs and expenses. That was no easy task, but each of you understood the issue and managed your business appropriately. This year our projections are flat to the 2022 volumes and our 2023 budget will reflect that. If the volumes hold true, I feel we are in a very good place for another good year of budgetary success. This will also include the continuation of hiring, to ensure we never experience the personnel shortage we endured over the last 18 months.

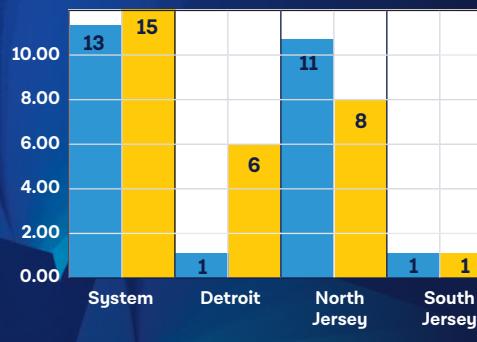
Leadership took on many forms this year, and I couldn't have been happier with what I experienced first-hand. Leadership was not just about the management team; it was the people closest to the business who perform the day-to-day tasks that make this company great. I personally witnessed our Agreement Professionals holding themselves and their fellow employees to a higher standard, I witnessed the people that are actually doing the work coming up with better ideas on how to get the job done safer and more efficiently, I saw a totally different mindset on showing up to work and getting to the task at hand, I saw collaboration between working groups, and more importantly I witnessed collaboration between labor and management. This is a different company than what I encountered when I arrived in April of 2021. For all of what I just shared, I would like to give you my heartfelt THANK YOU. I look forward to what this team will accomplish in the coming year and further into the future.

I would like to wish you and your families a very Happy New Year!

Brian E. Gorton
President and Chief Operating Officer

Safety/Service Measures

Maintaining a safe workplace is our #1 Goal.
Overall, safety performance has improved in 2022.



SYSTEM 13% Improvement 2022 vs. 2021
DETROIT 83% Improvement 2022 vs. 2021
NORTH JERSEY 38% Increase 2022 vs. 2021
SOUTH JERSEY No Change 2022 vs. 2021



SYSTEM 87% Improvement 2022 vs. 2021
DETROIT 60% Improvement 2022 vs. 2021
NORTH JERSEY 94% Improvement 2022 vs. 2021
SOUTH JERSEY 70% Increase 2022 vs. 2021

2022 NJ & SJ Golf Outing

MICHAEL A. DIARENZO | Director, Asset Planning & Administration

The first frost of the 2022 fall season did not stop everyone from having a great time at the Conrail Annual NJ & SJ Golf Outing at the Cream Ridge Golf Club in Cream Ridge, NJ. A total of 88 Conrail active employees, retirees, and railroad industry vendors attended the outing this year, breaking last year's attendance record of 70. 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. Prizes were given to

winners of the putting contest, closest to the pin, and longest drive holes. Awards were also given to the teams who placed third, second and first in the tournament. Everything from the weather, the course condition to the food served after the round were excellent! A big "Thank You" goes out to all the volunteers who helped put this event together. Don't miss next year's outing, sign ups will be coming soon. Remember, no experience or ownership of golf clubs are required to play.



First Responder Training

JOE CACCAMO | Manager Hazardous Material & Environmental Compliance

Conrail reached out to International Matex Tank Terminals (IMTT) about a partnership to hold a large scale training event for First Responders in the region. IMTT is a large chemical shipper and bulk storage terminal located in Bayonne, New Jersey. IMTT receives numerous hazardous materials and accounts for over 5,000 carloads annually for Conrail's North Jersey District. IMTT also maintains one of the only live burn industrial training facilities for firefighters in New Jersey.

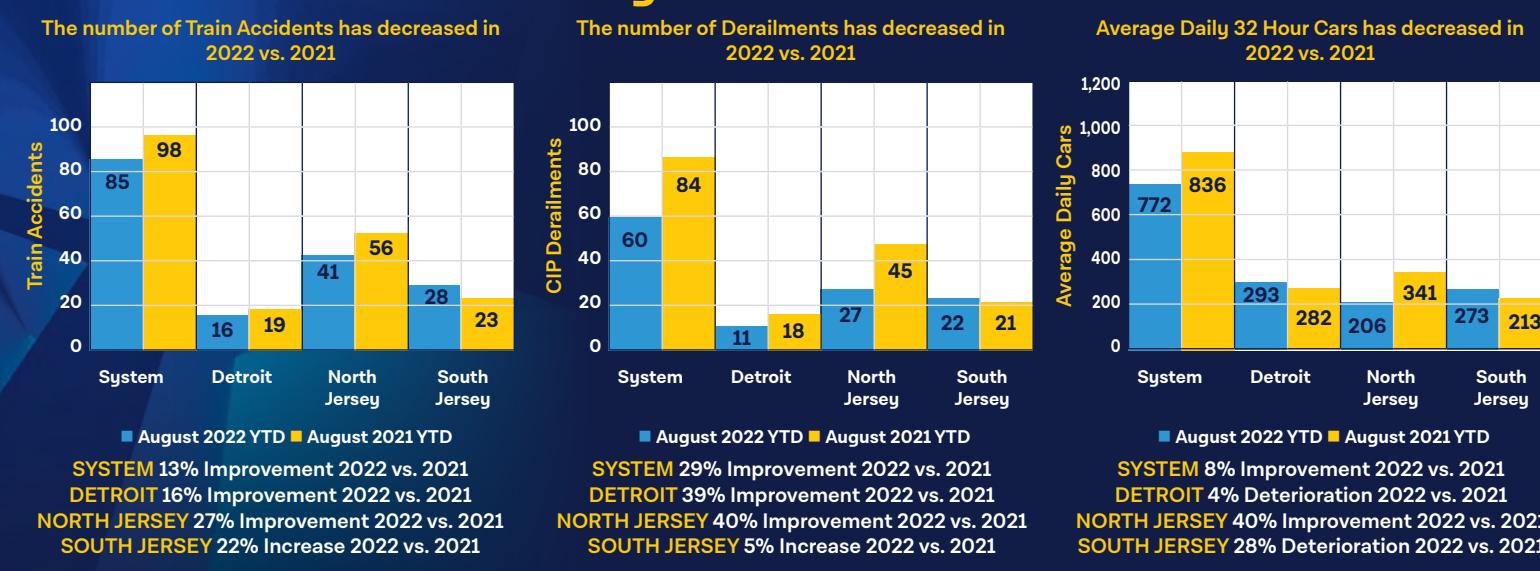
The training was provided in September over the course of five days with both Norfolk Southern and CSX Hazardous Material Teams participating in the hands-on course. CSX provided their state-of-the-art Responder Incident Training (RIT) Train for the event and Conrail crews safely delivered and removed the train from the East Jersey Rail holding yard.

The training was provided to First Responders from Jersey City, Kearny, Bayonne, IMTT and various State Agencies, as well as Conrail employees who may be involved in safely mitigating a scenario involving a railroad

emergency. All these cities have Conrail freight traffic traversing their jurisdictions. The training provided a real opportunity to see and touch training cars that are identical to what could be involved in an emergency. The participants were shown how various valves and fittings operated on tank cars and how to obtain critical safety information in case of an emergency. Specialized emergency capping kits were also used in the training to instruct the region's Hazmat Response Teams on proper usage and to familiarize them in case the need arises.

Over one hundred and fifty participants were trained at this event. The communities involved in this training were very appreciative of the willingness of the railroads to educate their firefighters and provide crucial information. The event demonstrated Conrail's continued commitment to public safety and outreach with our communities and customers. I would like to thank Chief Jordan Blasi of the IMTT Fire Department for helping to make this training event so successful, as well as Marion Environmental for dedicating their time to assist in delivering the course content.

Safety/Service Measures



SYSTEM 13% Improvement 2022 vs. 2021
DETROIT 39% Improvement 2022 vs. 2021
NORTH JERSEY 40% Improvement 2022 vs. 2021
SOUTH JERSEY 5% Increase 2022 vs. 2021

SYSTEM 8% Improvement 2022 vs. 2021
DETROIT 4% Deterioration 2022 vs. 2021
NORTH JERSEY 40% Improvement 2022 vs. 2021
SOUTH JERSEY 28% Deterioration 2022 vs. 2021

What's the Scoop, Sup?

Message from Detroit District Superintendent



I want to extend a big "thank you" to all departments for their attention to detail throughout the year. Above all, our dedication to working safely has resulted in a reduction to our FRA reportable injuries by 80% versus this time last year. Additionally, we have seen improvements in both lost time injuries, lost workdays, and train accidents. These improvements are a direct result of everyone's collective efforts. Although we have accomplished many of our goals, we need to keep the momentum going into 2023 with a target goal of zero injuries as well as a reduction in train accidents.

As our business continues to grow, we must secure resources to support and sustain those demands. In 2022, we hired across the company filling various vacancies. Today, we remain vigilant in getting in front

of these demands and currently have a new hire class in training. We should see these new employees populate into the field within the next several weeks. Please give them a big welcome to our family and guide them when you see an opportunity. You are our best resources when it comes to improving both operations and the working environment, and your diligent reporting efforts do not go unnoticed. Keeping the workforce aligned with our service and delivery expectations allows us to provide exceptional customer service.

I would also like to remind everyone that with the Winter season here please remain conscious of any hazards and report them immediately for corrective action. Thank you all for a great 2022, and cheers to the new year and another chance for us to get it right!

Kory S. Johnson
Detroit District Superintendent

Message from South Jersey District Superintendent



I would like to begin by thanking the entire South Jersey Terminal, all departments, for the effort put forward to work each shift as safe as possible. We showed continued growth in 2022, building on a successful 2021. We pride ourselves on working on the following four principles: Safety, Service, Value & Leadership. Safety is and will always be the top priority in South Jersey, and I believe we will continue to build a successful safety record going into 2023.

Manpower was a challenge in Transportation in the first half of 2022, but through the training program we were able promote ten new Train & Engine employees.

Unfortunately, our car volumes were below the forecast in 2022, but South Jersey is looking to see that turn around in 2023 with a handful of new customers coming online. We also see potential for growth with other perspective customers that are inquiring about service in the Philadelphia area through our Business Development Team.

I challenge all employees in South Jersey to take a role as a Leader in their respective crafts. All employees can lead a train crew, a track gang, locomotive shop, or car repair shop. I am personally looking forward to seeing what the South Jersey Terminal can do in 2023 as far as growth, safety, and overall success. #TEAMCONRAIL

John E. Higgins
South Jersey District Superintendent

Message from North Jersey District Superintendent



First and foremost, I would like to thank the North Jersey employees for their arduous work in 2022, especially our engine house employees' performance for being 22 years injury free.

Safety: 2022 was not too kind to us in North Jersey. We had 11 FRA reportable injuries and 6 of those were Transportation employees - more than 50%. 2023 will be a challenging year, and we need to perform better by making safety our #1 priority. IF IT'S NOT SAFE, DON'T DO IT. Human Factor Derailments and Track Caused Derailments improved and were much better in 2022 - thank you for your performance.

Service: The volume (car count) was lower than expected, but we managed to provide our customers with the highest level of service and our performance is improving year after year.

2022 performance:
LSM (Local Service Measure): 95%
On Time Departures: 85%
Daily 32 Hour Cars: 206

Value: Again, with lower-than-expected car counts, we kept our overtime under control where it needed to be. We still need to control our spending and eliminate waste and explore every opportunity to gain experience and grow our business by servicing our customers and being the most important part of their supply chain.

Leadership: We must perform like the leaders we truly are. Lead by example; be the safest, most customer service focused and efficient District by performing every hour of every shift every day. The North Jersey Team is more than capable of doing it. Let us make 2023 the best, most successful year ever.

Mo A. Megali
North Jersey District Superintendent

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

Antonio Salvatore, Conductor, 10 Years of service
Gregory Wilson, Conductor, 10 Years of service
Andrew Brow, Yardmaster Trainee, 10 Years of service
Christopher Gascon, Conductor, 10 Years of service
Michael Novakowski, Electronic Technician, 10 Years of service
John Bowles, Conductor, 10 Years of service
Craig Rendon, Machine Operator, 15 Years of service
Scott Wangelin, Machine Operator, 15 Years of service
Eric Fischer, Engineer, 25 Years of service

NORTH JERSEY

Jeremy Montanez, Foreman, 5 Years of service
Michael Pires, Welder, 5 Years of service
Manuel Vila, Vehicle Operator, 5 Years of service
Donald McIlwraith, Jr., Carman, 10 Years of service
Dana Johnson, Welder Foreman, 10 Years of service
John Angulo, Carman, 15 Years of service
Timothy Piombino, Carman, 15 Years of service

Eric Anderson, Conductor, 15 Years of service

Joseph Harris, Conductor, 15 Years of service

Scott Anderson, Carman, 15 Years of service

Robert Byrnes, Block Operator, 15 Years of service

Michael Herbert, Engineer, 15 Years of service

Adam Maliborski, Inspector, 20 Years of service

David Colon, Foreman, 20 Years of service

John Stanberry, Welder, 20 Years of service

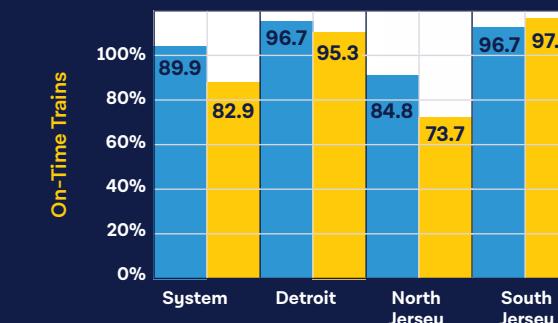
Randy Durant, Conductor, 30 Years of service

SOUTH JERSEY

Leo Cardillo, Trackman, 15 Years of service
Ryan Galvin, Conductor, 15 Years of service
Christopher Rinker, Machinist, 15 Years of service
Ian Black, Electronic Technician, 15 Years of service
Damon Petty, Sr., Foreman, 20 Years of service
Michael Duross, Electronic Technician, 20 Years of service
Daniel McHugh, Yardmaster, 30 Years of service
Michael Moore, Welder Foreman, 30 Years of service

Safety/Service Measures

On Time Road Train Departure performance has improved in 2022 vs. 2021



■ December 2022 YTD ■ December 2021 YTD

SYSTEM 8% Improvement 2022 vs. 2021

DETROIT 1% Improvement 2022 vs. 2021

NORTH JERSEY 15% Improvement 2022 vs. 2021

SOUTH JERSEY 1% Deterioration 2022 vs. 2021

Yard Dwell Time has deteriorated in 2022 vs. 2021



■ December 2022 YTD ■ December 2021 YTD

SYSTEM 9% Deterioration 2022 vs. 2021

DETROIT 2% Improvement 2022 vs. 2021

NORTH JERSEY 4% Deterioration 2022 vs. 2021

SOUTH JERSEY 29% Deterioration 2022 vs. 2021

Meet the Buildings and Bridges (B&B) Foremen

BOB BAYLOR | Assistant Chief Engineer – Structures

The B&B Foremen are responsible for maintaining a safe work environment for themselves as well as the rest of the B&B Team. They must lead daily job briefings and safety meetings and have a complete understanding of the daily job assignments in accordance with the overall project schedule.

They also need to be proficient in steel, carpentry, concrete and building repairs, but it does not stop there! They need to exercise proper care, maintenance and operation of heavy machinery and tools. They must work together with their B&B Supervisor daily to communicate production goals, quality specifications of work, and ideas to help achieve project goals. They also work in collaboration with all departments including Engineering, Transportation, and Mechanical.

"As a B&B Foreman, you must stay attentive to all the details of what's going on and what needs to be done. I am only as good as the guys around me, the better they are informed the better it is for everyone – we are a team out here. We are all in this together," said South Jersey B&B Foreman Frank Forant. He emphasized starting with an excellent job briefing, discussing track protection based on the job duty at hand, and assigning each employee a specific task to accomplish a job.

Forant has been with Conrail for twelve and a half years and is extremely proud of the work he and his fellow B&B employees perform daily, and he takes immense pride in it. He spoke on the importance of working as a team and making safety the number one priority. "First and foremost is the safety of the employees under my watch," he added.

In North Jersey, Foreman Mike Donnelly spoke about the importance of being flexible. "We do a lot of different things, and not one specialization. B&B has a wide scope of work, and we need to be ready for whatever the day brings and most importantly make sure everyone is working safely." He believes in leading by example and prides himself on making sure every

job is a quality work product and up to Company and industry standards.

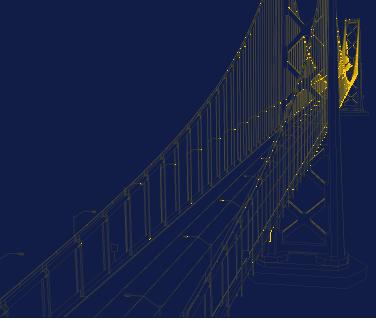
Donnelly has been with Conrail for five and a half years and enjoys the variety of work and dealing with various aspects of the business, every day is different. "One day you might be painting a building, plumbing or doing bridge work and maintenance, every day is interesting," said Donnelly.



Detroit Foreman Anthony Timoszyk also emphasized the importance of a good job briefing, making sure all material is on hand, and always making safety your number one priority. "You must have attention to detail and determination to complete the tasks of any given day – determination is what keeps me going." He also emphasized the importance of taking pride in your work and always keeping an eye on your fellow workers.

Timoszyk has been with Conrail for 24 years and he enjoys the day-to-day variety that comes with being a B&B Foreman. "Conrail has always provided well for my family. The job is challenging, but a good challenge – everything we do is custom." He emphasized how no two days are the same and you must be prepared to change things up at a moment's notice.

Congratulations to Timoszyk's daughter, Lillian, who was a recipient of the Women's Aid Scholarship for the 2022-2023 Academic Year presented by Conrail. We wish her all the best in her college career!



Labor Relations Update: The Outcome of the 2020 National Contract Bargaining Round

STEVE DICKINSON | Chief Human Resources Officer

As we enter 2023, one thing that I am certain we are all glad to have behind us is the most recent round of national labor contract negotiations, which began approximately three years ago, in 2019. After a prolonged back and forth, contract negotiations came to their ultimate conclusion on December 2, 2022, after President Biden signed legislation implementing the tentative agreements reached by the National Carriers' Conference and the twelve rail unions months earlier. While both sides were forced to compromise to some degree, there are many positive changes coming to Conrail agreement professionals as a result of the new labor contracts; for example:

- A substantial, 24 percent, wage increase during the five-year period between 2020 and 2024;
- Annual lump sum payments of \$1,000.00;
- An extra paid day of leave for all employees, which can be taken as a personal day, the employee's birthday, or to cover a scheduled doctor's visit;

- Enhanced health and welfare benefits, including setting employee contributions at 15 percent per month;
- Work rules addressing, among other things, several scheduling and related matters for operating crafts as well as adjusting travel and away-from-home expense reimbursement provisions for track maintenance employees.

Not only do these changes place railroad workers within the top 10 percent of all industries with regard to average total compensation, but they preserve the agreement professional health and welfare plan's status as one of the best in the nation. With this most recent round of negotiations behind us, Conrail is happy to get back to providing exceptional service to its customers and owners.

Stoney Creek

GREG REIMAN | Chief Engineer MofW & Structures

2022 was a year for some major infrastructure improvements across Conrail's network. One of which was South Jersey's Stoney Creek Yard. Stoney Creek was the beneficiary of seven new steel-tie turnouts installed on the south switching lead in front of the yard office. This was not an easy project from the get-go. While the July heat provided a challenge of its own, the South Jersey Maintenance of Way employees from Frankford Junction and Camden had to commit their weekends to this project because of a scheduled track outage that limited significant operational disruptions to our customers that are served out of this facility.

Meticulous planning efforts by Frankford Junction Track Foreman, Kirk Wunderlich, and other members of the South Jersey Maintenance of Way (MofW) force, ultimately led to a successful project that was executed over three separate

outages on consecutive weekends. Assistant Chief Engineer – MofW, Victor Fonseca, capitalized on an opportunity in planning such a complex project by bringing in North Jersey Track Foreman, Jason Bawiec, to offer some peer-to-peer support based on his planning and success of a similar project at Oak Island just one year prior.

A project of this magnitude does come with its fair share of challenges and setbacks; however, lessons learned from each weekend were improved upon and turned into efficiencies for the following outages until the project was ultimately completed on July 27th, 2022. In the end, Stoney Creek Yard is left with a reliable switching lead that will serve Conrail, and its customers, for many years to come. This project required dedication, perseverance, resiliency, and pride; all of which were on full display by the Conrail Team. Well done!



Celebration Station



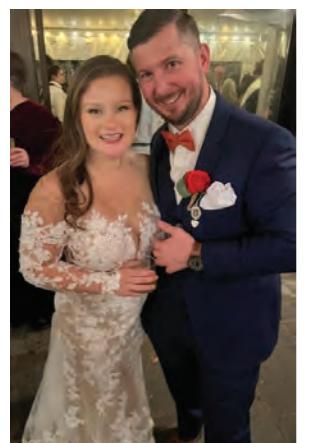
Happy 1st Birthday to Luka, son of Samantha Galloway, Administrative Assistant, Law



A warm welcome to this new member of the Conrail family, Kayson Shane, son of Brian O'Connor, Senior Trainmaster



Happy 1st Birthday to Jack, son of Kevin Christy, Director Financial Planning & Reporting



Congratulations to Jeffrey Russello, Service Delivery Support Specialist, and his wife Lindsay on their wedding!



Congratulations to Sean Peacock, husband of Ashley Peacock, Director of Strategic Projects and Associate General Counsel, for being the recipient of the Life Saving Award for saving someone's life. Thank you to Philadelphia Police and all Law Enforcement for the service they perform day in and day out.



MAC AND CHEESE RECIPE

Rebecca Timoszyk, Administrative Assistant

INGREDIENTS

- 2 cups uncooked elbow macaroni
- 4 tablespoons butter
- 2 ½ cups grated sharp cheddar cheese
- ½ cup sour cream
- 1 (10 ¾ ounce) can condensed cheddar cheese soup
- ½ teaspoon salt
- 1 cup whole milk
- ½ teaspoon mustard
- ½ teaspoon black pepper

DIRECTIONS

1. Boil the macaroni in water for six minutes. Drain.
2. In a medium saucepan, mix butter and cheese. Stir until the cheese melts.
3. In a slow cooker, combine cheese mixture, sour cream, soup, salt, milk, mustard and pepper. Add the drained macaroni and stir again.
4. Cook on low for 2 1/2 hours, stirring occasionally

The prep time is 15 minutes, cook time is 2 ½ hours, and it is for 8 servings.



PEPPERONI QUICHE RECIPE

Jaclyn Whelan, Project Manager Design

INGREDIENTS

- 9" Pre-baked pie crust, can be store bought or homemade
- 15 pieces of pepperoni
- 5-10 pieces sundried tomatoes
- 2 cups of shredded mozzarella cheese
- 1 tsp garlic powder
- 1 tsp onion powder
- 1 tsp salt
- ½ tsp pepper
- ½ tsp dried basil
- ½ tsp dried oregano
- 4 large eggs, room temp
- 2 cups half and half, room temp

DIRECTIONS

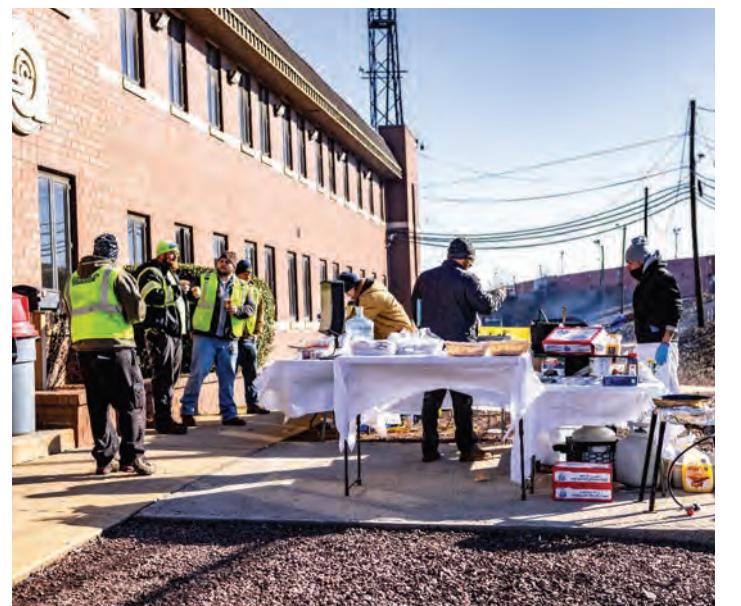
1. Preheat oven to 375 degrees F.
2. Put pepperoni on a paper towel lined plate and microwave for 10-15 second. Dab oil off of pepperoni and cut into eights.
3. Finely dice sundried tomatoes into similar size pieces as the cut pepperoni. Amount of tomatoes should match that of pepperoni.
4. In a large mixing bowl combine pepperoni, sundried tomatoes, cheese, and spices until well combined. Put mixture into prebaked pie crust.
5. Combine eggs and half and half in a large measuring cup or mixing bowl. Pour mixture into the pie crust and filling mixture.* Depending on the size of your pie dish you may have extra.
6. Bake at 375 degrees for 30 to 45 minutes. Center of quiche should wobble slightly when jiggled. If pie crust starts to darken, place foil over to prevent further browning.
7. Cool and serve at room temperature.

*I recommend resting your pie dish on the oven rack to add the egg mixture so that you aren't carrying the filled quiche across the kitchen.

Conrail Winter Awareness Events

NICOLE GAGLIARDI | Regulatory Compliance Specialist

The Conrail Safety Department hosted three winter awareness events in December of 2022 with the assistance of each District and the local management. These events were used to promote cold weather safety for the upcoming winter months. Food was provided to all employees and all agreement professionals were given a bag that contained a few items. Knit hats and fleece-lined gaiters were distributed along with safety messages on how to properly dress and prepare for working outside in the cold and how to identify any cold related illnesses. In the end, there were over 800 bags and messages distributed system wide.



Overall, I would say the Winter Awareness Events were a huge success! A majority of the agreement professionals immediately started wearing the items handed out as the weather was already getting cold. These events would not have been possible without the team effort of all Conrail supervision. The Conrail Safety and Compliance Team from Mt. Laurel and the Road Foreman from each district deserve to be mentioned and thanked for the hours they spent preparing and their participation during the events including handing out the bags and speaking with all participants about winter safety and other topics.

I hope everyone on Team Conrail enjoyed the Winter Awareness Events and look forward to our next seasonal awareness event.



2022 Top Ten Customers by Car Loads

NORTH JERSEY

Shell Oil Products US: 26,005
Doremus Auto Terminal: 23,637
Ridgefield Heights Auto Terminal: 15,663
Linden Transload Terminal: 13,015
New Jersey Rail Carriers, LLC: 8,865
Covanta4recovery, LP: 8,814
Buckeye Perth Amboy: 7,541
Phillips 66: 7,200
Doremus Avenue Recycling and Transfer: 6,189
Raritan Central Railway, LLC: 6,158

PA/SOUTH JERSEY

Eddystone Rail Company, LLC: 15,071
Kinder Morgan: 10,616
Braskem America, Inc.: 8,668
Paulsboro Marine Terminal: 6,402
SMS Rail Service: 6,093
Energy Transfer Marketing & Terminals: 4,965
Exxon Mobil Oil Corp: 3,566
Winchester & Western RR: 3,450
Repauno Port and Rail Terminal: 3,298
Oxy Vinyls, LP: 3,228

DETROIT

Chrysler: 45,080
Ford: 7,809
Marathon: 6,597
Detroit Salt: 4,989
Kenwal Steel Corp: 4,596
Metalsa: 3,553
PVS Chemicals: 2,244
BASF: 2,027
US Steel: 1,883
Guardian Industries: 1,297





330 Fellowship Road
Suite 300
Mt. Laurel, NJ 08054

PRSR
FIRST CLASS MAIL
U.S. POSTAGE
PAID
Permit No. 352
Bellmawr, NJ 08031

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 2023-2024 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 23, 2023 and close on May 1, 2023. 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 23, 2023. 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