

SUMMER 2024

INSIDE THIS ISSUE

- 2 Summer Spike
- 2 C&S Safety Appreciation
- 2 Oak Island Diesel Terminal Injury Free
- 3 Message from the President
- 4 CPR Training
- 4 Operation Lifesaver
- 5 Conrail Company Viewer
- 5 Predictive Hiring
- 6 What's the Scoop, Sup?
- 7 Injury Free
- 8 Meet the C&S Inspectors
- 9 Point No Point Update
- 10 CP Townley Installation and Upgrade
- 11 Celebration Station
- 12 Culinary Corner
- 13 Military Appreciation
- 14 Customer Highlights
- 15 Team Conrail
- 16 Conrail Welcomes General Counsel & Corporate Secretary Daniel P. Dwyer



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

sharedtrack

Employee Appreciation Days

BRIAN MACLACKLIN | Office Utility Professional

NORTH AND SOUTH JERSEY – On June 8th, Conrail hosted its annual company picnic at Six Flags Great Adventure in Jackson, New Jersey, bringing together employees and their families for a day of fun. The event was a tremendous success, highlighting the strong sense of community and appreciation that defines Conrail.

Attendees had the chance to explore all the thrills and attractions that Six Flags Great Adventure has to offer. From exhilarating roller coasters to entertaining shows and family-friendly rides, there was something for everyone. When not seeking thrills, the Conrail pavilion served as the central hub for the day's festivities. Employees and their families were greeted with a warm welcome, Conrail T-shirts, and a variety of food and refreshments.

The Conrail company picnic is more than just a day of fun, it's a celebration of the hard work and dedication of our employees. It's an opportunity to strengthen the bonds within our Conrail family, create lasting memories, and show our appreciation for the contributions that each member of our team makes every day.

We extend our heartfelt thanks to everyone who attended and helped make the event an immense success. Your participation and enthusiasm are what made the day special. We look forward to more events in the future that bring us together and celebrate Team Conrail.

DETROIT – Conrail employees and their families hit a home run of fun at this year's Summer Employee Appreciation Event. Held on Saturday, June 22nd, at Comerica Park, home of the Detroit Tigers, the event was a roaring success despite the sweltering 90+ degree heat. The day was filled with laughter, great company, and memorable moments.

The festivities began with a warm welcome from Conrail's leadership, who expressed their gratitude for the hard work and dedication of every employee. Attendees enjoyed ice-cold beverages and a delicious catered lunch. While strolling through the park, employees and their families could also enjoy face painting, balloon animals, rides on the Tigers' Ferris Wheel, and a special appearance by the Detroit Tigers' mascot, Paws. Even though the Tigers lost, the event was a tremendous success, and everyone had a fantastic time.

Thank you to everyone who attended and helped make this day a memorable one. We look forward to more events like this in the future, continuing to celebrate the spirit and dedication that make Conrail a great place to work.



Conrail Summer Spike Events

NICOLE GAGLIARDI | Regulatory Compliance Specialist

With the summer season approaching, the Conrail Safety Department held the first seasonal awareness event of 2024, Summer Spike. This event served as a reminder of the importance of safety awareness during the warmer months and provided valuable knowledge to our agreement professionals. All events were very successful, thanks to the combined teamwork of the Safety Department and the local management in each district.

The Summer Spike events were held on two days in each District throughout the month of May. All Conrail supervisors and agreement professionals were provided a meal, a hat, and a cooling towel. Along with the giveaways, an OSHA Heat Illness Prevention handout was distributed. The handout highlights personal risk factors and includes tips on how to stay safe in the workplace during the summer months. The OSHA information was also added to the Conrail TVs to be a reminder throughout the next few months. At the conclusion of the six events, approximately 920 giveaways and summer safety messages were distributed across the system.

As we move through the summer season, it is important to remember the information that was provided during the events. While prioritizing safety and staying informed, we can all enjoy this time of year while keeping ourselves and those around us protected.

Here's to a safe and wonderful summer!

C&S Safety Appreciation

STEVE VANT | Chief Engineer Communication & Signal

The South Jersey Signal Maintenance and Construction department celebrated a milestone on May 22nd, 2024, of being injury free for 17 years. I am proud to say I started my career in 2008 in the South Jersey Signal Department. At that time the South Jersey Signal department was only one year injury free. Looking back, the field employees and supervision wanted to create a positive safety culture. As a new-hire, I was frequently reminded that we want to be a safe department. This is how a good safety culture is built. It's not built in an office on paper, but instead, it's built by having buy-in from the folks doing the work, day in and day out.



Oak Island Diesel Terminal Injury Free

TIM GRZYWNA | Superintendent Mechanical Operations

Congratulations to Oak Island Diesel Terminal for surpassing 24 years injury-free! This remarkable achievement is a testament to their dedication and skill in working with heavy machinery and tools, around the clock, in all types of weather. Whether inside the engine house, on the servicing tracks, or at outlying points, they ensure the locomotive fleet remains safe and reliable, all while maintaining a strong focus on safety and efficiency.

The countless man hours contributed by both current and retired employees, as well as mentors training new team members, have all played a crucial role in this success. This record is a result of the unwavering commitment to safety demonstrated every day.

Special thanks to Dustin Craven and Tom Cermak for providing the team with the necessary tools and guidance to continue this streak. As we set our sights on reaching 25 years injury-free, let's keep up the excellent work and maintain this outstanding level of performance.



Message from the President

As we pass the mid-year mark of 2024, we have a lot to be proud of and a lot to reflect upon to ensure that we deliver the world class results that our owners and customers have become accustomed. We are experiencing mixed results in our overall safety performance, as well as our financial results. Service continues to improve for many reasons, but the most paramount is associated with finally getting our workforce staffed to appropriate levels along with our owners becoming healthier with crews as well. The economy is still in flux, but we are starting to see a slow uptick in overall carload volumes. That being said, there are no indicators that this rate of growth will remain throughout the remainder of the year. Intermodal and chemicals are showing the greatest growth, but the auto industry remains slow to recover. The next 6 months will be challenging, especially considering the political climate, but this team has always shown resiliency regardless of what challenge they face, and I know you all will continue to show that same resiliency as we enter the second half of the year.

As stated earlier, **Safety** has had mixed results this year. Overall, we have experienced 14 total personal injury incidents compared to 6 at the same time last year. Out of those 14 incidents, 8 were FRA reportable injuries compared to 5 at the same time last year, and out of those 8 reportable, 5 resulted in lost time injuries. Train accidents are trending in the right direction, with the greatest improvements seen in human factor incidents. I couldn't be happier on how well you all accepted the challenge to reduce Human Factor Derailments (HFD), and you all took that challenge head on. This year we have cut our HFDs in half to 11 compared to 22 at the same time last year. Great Job! There are also pockets of excellence with the Oak Island Locomotive team celebrating 24 years injury free, the South Jersey District just passing the 2-year mark injury free with all departments, the South Jersey Signal Department is 17 years injury free, and the entire Track Department is on pace to hit one million man hours injury free in the next couple of months. These milestone accomplishments are unprecedented. Please join me in congratulating these work groups on these very impressive milestones that have never been seen before in all of Conrail's history!

Service performance has been and continues to be solid. On-time departures are at 93.6% against a goal of 90%, 32-hour daily cars are at 562 against a goal of 730, and LOPA/LSM (deliveries to our customers) is a little below our goal of 90% at 87.9%. Our customers have been very positive about how much their service has improved over the last couple of years and that they now can depend on consistent service,

in turn improving their ability to better serve their customers. Outside of the service to our external customers, the internal customers (each of you) have seen improved track structures, improved facilities, and safer working conditions. We continue to harden the physical plant as well as adding new tracks to better serve our customers and add capacity to improve fluidity to the network. Barb siding is scheduled to be lengthened this year, Townley crossover is being installed and returned to service, Point-No-Point Bridge replacement is well on its way and is scheduled to be complete by the 3rd quarter 2025, and we have created our own mini tie gang to improve our yard and industrial leads. I can't thank you all enough for your outstanding work ethic and can-do attitude that has delivered this very impressive performance.

On our **Value** (financials) performance, we have seen a slight uptick in volumes and year to date we are up 1% (7,002 carloads), but June showed a decline in overall carloads with North Jersey experiencing a 6.3% drop in volumes, Detroit with 11.4% decrease, and South Jersey the only district seeing growth coming in at 5.1% increase. As the economy slowly recovers, we will as well. Our overall budgetary performance all in, has us at 2% or \$2.4 million unfavorable to plan. The greatest costs to the company thus far have been associated with derailment cleanup costs, purchase services, and overtime expenses. We have plenty of time to recover, and with the efficiencies gained and process improvements developed in all departments, I have no doubt we will close out the year on plan to our budget. Regardless of the downturn, we will continue to hire in all departments to ensure that we have a fully qualified workforce when the volumes return. I appreciate all the efforts and activities the work groups are performing to ensure our costs come in line.

And as always, **Leadership** ties all of this together. You have all seen some leadership changes within the organization as of late. I want to ensure that every employee understands that we will always conduct the business of the company in the most ethical manner. We have great people in this company, and we all know the actions of the few are not a reflection of the entire workgroup. I appreciate all that each of you do to drive the values and integrity of this company.

I am looking forward to what this team will deliver for our owners, our customers, and our business partners in the second half of this year.

Thank you all for what you do!

Brian E. Gorton
President and Chief Operating Officer

CPR Training

BRIAN MACLACKLIN | Office Utility Professional



In an effort to enhance safety and preparedness, Conrail has been providing lifesaving training to its employees in North Jersey and South Jersey, and soon to follow in Detroit. Led by Brian MacLacklin, Office Utility Professional, 70 individuals have been successfully trained in our First Aid, CPR, and AED classes.

In emergency situations, every second counts. Knowing how to perform CPR, use an AED, and provide basic first aid can significantly increase the chances of survival and recovery for victims of sudden cardiac arrest, choking, and other medical emergencies. Here are a few reasons why lifesaving training is crucial:

1. **Immediate Response:** Trained individuals can provide immediate assistance, bridging the gap between the occurrence of an emergency and the arrival of professional medical help.
2. **Increased Survival Rates:** Effective CPR and the timely use of an AED can double or even triple a victim's chances of survival. Rapid response is especially critical in cardiac arrest cases.
3. **Workplace Safety:** For Conrail employees, being trained in first aid, CPR, and AED use is vital. It ensures a safer working environment and prepares them to handle emergencies that might occur on the job.

As we continue to expand our training programs, Conrail remains committed to the safety and well-being of our employees and the communities we serve. We encourage everyone to take advantage of these valuable training opportunities. By doing so, you not only gain essential skills to save a life, but also become a vital link in the chain of survival.

For more information on upcoming classes and how to enroll, please contact your Supervisor. Together, we can build a safer, more prepared railroad.

Operation Lifesaver

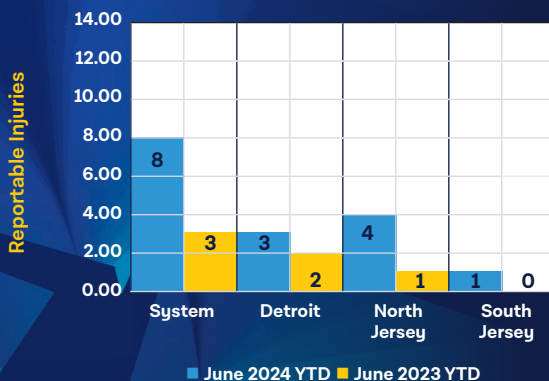
SCOTT CYRUS | Assistant Superintendent

On April 19th in Durand, Michigan, Assistant Superintendent Scott Cyrus attended Operation Lifesaver's Spring meeting as a guest speaker. Highlighting Conrail's core principles including Safety, Service, Value and Leadership, Mr. Cyrus articulated how these principles can transcend beyond just Conrail and can be incorporated into the Operation Life Saver fundamentals of being the industry leader related to public safety, awareness, and education. Conrail has a long history of commitment to this organization and reaffirmed our continued support moving forward. Pictured below are Scott Cyrus and Sam Crowl. Mr. Crowl is the Assistant State Coordinator for the Michigan Operation Life Saver and a former trainmaster for Conrail that ran Sterling yard.



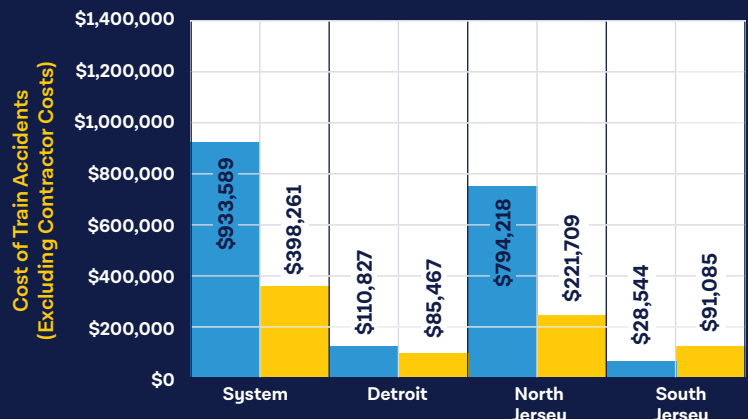
Safety/Service Measures

Maintaining a safe workplace is our #1 Goal.
Overall, safety performance has declined in 2024.



SYSTEM 167% Increase 2024 vs. 2023
DETROIT 50% Increase 2024 vs. 2023
NORTH JERSEY 300% Increase 2024 vs. 2023
SOUTH JERSEY 100% Increase 2024 vs. 2023

The cost of Train Accidents has increased in 2024



SYSTEM 134% Increase 2024 vs. 2023
DETROIT 30% Increase 2024 vs. 2023
NORTH JERSEY 258% Increase 2024 vs. 2023
SOUTH JERSEY 69% Improvement 2024 vs. 2023

Conrail Company Viewer

CHRIS BLOUCH | Real Estate Generalist

Geographic Information System (GIS) is a mapping and data analysis technology that allows companies and organizations to make more informed decisions, support and improve operations, enhance efficiency, and reduce expenses; just to name a few of its benefits.

Conrail began using GIS in 2015 when Conrail partnered with Bartlett & West to build the Conrail Company Viewer. The Conrail Company Viewer is an ArcGIS Online Web Map that maps out and provides information on Conrail's assets. This valuable tool can show the location of, and details about, things like Conrail property boundaries, land leases, utility agreements, sidetrack agreements, sidetrack maintenance, switch locations, signals, signal facilities, and road crossings.

In May 2024, there were several Conrail Viewer training courses. These courses served as an introduction to the Conrail Company Viewer, provided quick tips on how to use the viewer, and how to navigate within the web map. If anyone was not able to participate in a training session and would like to, please reach out to Chris Blouch at christopher.blouch@conrail.com. During the training session we covered:

- How to locate a specific feature
- How to view the details of features
- How to access and open agreements from the Conrail Viewer
- How to change the background map
- How to add data from third parties (for example the State of NJ)

Moving forward, the goal is to continue expanding Conrail's use of GIS systems by adding more data, additional interfaces, and improved tools. As we continue to progress, additional training sessions will be provided to showcase these improvements and their capabilities.

If you ever have any questions about the Conrail Company Viewer, or if there is a dataset that you would like to see added, do not hesitate to reach out.

Predictive Hiring

JULIE BARSH | Manager Human Resources

In our ongoing commitment to elevate our hiring processes, Conrail is embracing predictive hiring strategies to anticipate future needs and recruit top talent effectively. Predictive hiring utilizes advanced data analytics and technology to forecast staffing requirements and identify optimal candidates. By analyzing historical hiring data, employee performance metrics, and market trends, we can make informed, data-driven decisions that improve hiring quality and reduce time-to-hire.

This proactive approach replaces reactive hiring practices, allowing us to stay ahead of workforce demands and maintain operational excellence. Recent data analysis has highlighted summer as a period with heightened turnover rates, prompting us to focus on strategic planning during this season.

Collaboration remains key as we continue to engage with General Managers, Superintendents, and the Training Department to align our strategies with evolving trends. Currently, we are piloting predictive hiring with the Transportation & Engineering departments and exploring its potential application across all departments at Conrail.

To streamline our hiring process, we are implementing several enhancements:

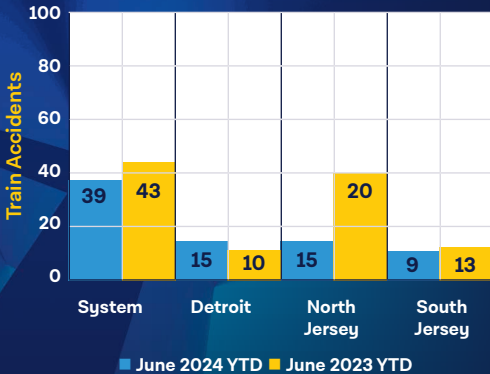
- **Pre-screening Questions:** We are developing targeted pre-screening questions to attract and identify the most suitable applicants from the outset.
- **Tailored Interview Questions:** Working closely with front-line managers, we are crafting new interview questions designed to assess and select the most talented candidates.
- **Digitized Application Process:** We are digitizing and automating Conrail's employment application to reduce paperwork and enhance applicant convenience.

These initiatives underscore our commitment to improving efficiency, attracting top talent, and maintaining Conrail's reputation as an employer of choice in the industry.

Stay tuned for more updates on our progress and the impact of predictive hiring on our workforce strategy.

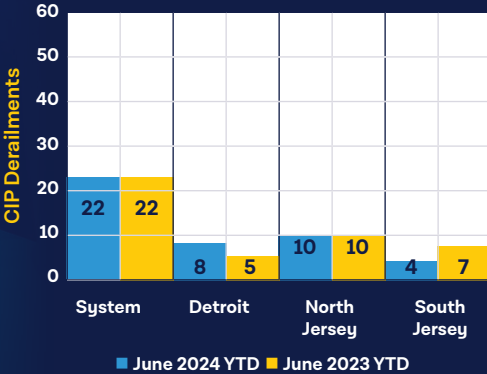
Safety/Service Measures

The number of Train Accidents has decreased in 2024 vs. 2023



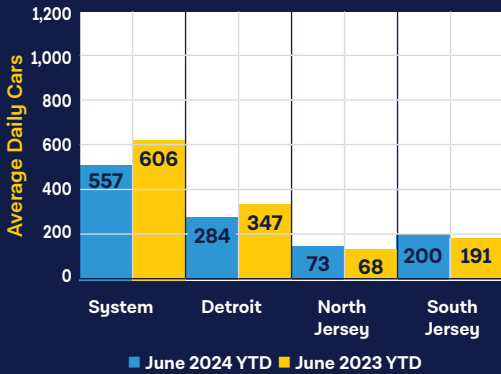
SYSTEM 9% Improvement 2024 vs. 2023
DETROIT 50% Increase 2024 vs. 2023
NORTH JERSEY 25% Improvement 2024 vs. 2023
SOUTH JERSEY 31% Improvement 2024 vs. 2023

The number of Derailments has remained the same in 2024 vs. 2023



SYSTEM No Change 2024 vs. 2023
DETROIT 60% Increase 2024 vs. 2023
NORTH JERSEY No Change 2024 vs. 2023
SOUTH JERSEY 43% Improvement 2024 vs. 2023

Average Daily 32 Hour Cars has improved in 2024 vs. 2023



SYSTEM 8% Improvement 2024 vs. 2023
DETROIT 18% Improvement 2024 vs. 2023
NORTH JERSEY 7% Deterioration 2024 vs. 2023
SOUTH JERSEY 5% Deterioration 2024 vs. 2023

What's the Scoop, Sup?

Message from Detroit District Superintendent



our working environment.

I was extremely pleased with the turnout for our summer spike events on May 22nd and May 23rd at all locations and the feedback you all provided is invaluable. We channel that feedback to our department heads and make sure to secure a safe and efficient work environment for all.

Often, I am asked about our business expanding and I am pleased to announce our new customer, Home Depot, has steadily increased their volumes and closed the second quarter with a 200% increase. We are

As we enter the second half of 2024, the summer months are upon us; challenging our minds to stay focused while we are at work. Like many of you, I embrace the warm weather, family gatherings, and all that the season brings; however, this is also an important reminder for us to maintain our concentration and be aware of

also seeing both our CSX and NS intermodal operations expanding with volumes double versus this time last year.

With our focus on successful communication and teamwork, we have been able to secure track time for scheduled maintenance to help prevent derailments. Again, please continue to report any work environment hazards you may see such as broken rail, compromised switch points, track debris, switch maintenance, etc.

Finally, I am asking everyone to take their time, observe your working environment, and enter your tasks being aware that your safety is the most important part of the job. This year we have seen a slight increase in incidents and injuries. With half of the year still to go, it is paramount that our employees remain vigilant with a concentration on dismounting equipment, walking conditions, and facility obstruction awareness.

Kory S. Johnson
Detroit District Superintendent

Message from South Jersey District Superintendent



Safety continues to trend in the right direction. Train accidents and human factor derailments are both better 2024 YTD vs 2023.

Service is the backbone of what we do on a daily basis. We continue to work closely with each customer we serve to understand their needs in order to help them grow their business.

South Jersey has continued the safety performance from 2023 into 2024. We have used the tools we've developed in past successes to build a strong safety culture in every department. This doesn't happen by accident and takes a TEAM working on a common goal each shift of each day.

Value is addressed with each decision made every day. We are constantly looking at ways to improve productivity through technology advancements. We have been given the tools to try different methods of moving freight and moving away from the "we've always done it that way" mentality.

Leadership starts at the top with Mr. Gorton and is funneled down to the youngest employee on the seniority list. Each employee in South Jersey is given the opportunity to be a leader of their train crew, work gang, shop crew, etc. I'm proud of every employee in South Jersey for taking a personal interest in leading a safety culture that I believe is second to none in the railroad industry. #TEAMCONRAIL

John E. Higgins
South Jersey District Superintendent

Message from North Jersey District Superintendent



of goods across the northeast and Detroit by adhering to our core operating values of SAFETY, SERVICE, VALUE and LEADERSHIP.

Let us evaluate our performance and see where to go from here. I am pleased to say that we exceeded our goals on Safety, Service, Value, and Leadership in North Jersey for the first time in a long time.

Safety: Injuries: North Jersey had 4 FRA reportable injuries, only one of those was a transportation employee. Human factor derailments and track caused derailments: YTD 2024, we have had 9 derailments.

On June 1st Conrail Shared Assets celebrated its 25th Birthday. A big thank you to all Conrail employees for keeping our small Conrail going. Big Conrail lasted for 23 years before the takeover by Norfolk Southern and CSX, who expanded their network capacity. Today's Conrail fosters strong partnerships through the supply chain to enable the efficient movement

Service: Volume: YTD (3,988) cars less than forecasted volume. We will continue to provide our customers with the highest level of service. YTD performance: LSM (Local Service Measure): 97% | On Time Departures: 92% | Daily 32 Hour Cars: 73

Value: We are much better than in prior years. We need to continue controlling our spending and find ways to save.

Leadership: This year will be a challenging year and I know that this team will live up to the challenge. The greatest leader is not necessarily the one who does the greatest things. He is the one who gets his team to do the greatest things.

Let's go Team Conrail!

Mo A. Megali
North Jersey District Superintendent

Injury Free Every Week is Rail Safety Week

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

Darren Yelder – Engineer – 25 Years of Service
Michael Unger – Yardmaster – 25 Years of Service
William Wicker – Engineer – 25 Years of Service
Ralph Barnes – Electrician – 15 Years of Service
Brian Dennis – Engineer – 10 Years of Service
Michael Ansama – Conductor – 10 Years of Service
James Dixon – Carman – 10 Years of Service
Justin Lavalley – Conductor – 5 Years of Service

NORTH JERSEY

John Gonsiewski – Conductor – 25 Years of Service
Sandro Almeida – Track Person – 25 Years of Service
Jason Byers – Carman – 25 Years of Service
Rudy Canagon – Engineer – 15 Years of Service
Alonzo Brown – Engineer – 15 Years of Service
John Carpenter – Conductor – 15 Years of Service
Dennis McDade – Carman – 15 Years of Service
Victor Carballo – Trackperson – 10 Years of Service
Silverio Mendoza – Stevedore – 10 Years of Service
Anthony Brown – Engineer – 10 Years of Service
John Cunha – Trackperson – 10 Years of Service
Ian Black – Electronic Technician – 10 Years of Service
Michael Martins – Trackperson – 10 Years of Service
Kyle Ringwood – Conductor – 5 Years of Service
Brian Lutomski – Signal Maintainer – 5 Years of Service

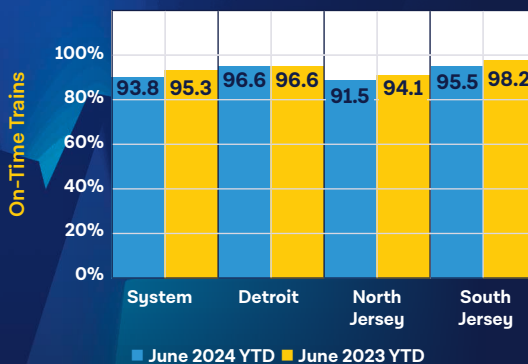
Michael Gallagher – Electrician – 5 Years of Service
Richard Jackson – Engineer – 5 Years of Service
Frank McNamee – Trackperson – 5 Years of Service
Michael Donnelly – B&B Helper – 5 Years of Service

SOUTH JERSEY

Andrew Richards – Train Dispatcher – 25 Years of Service
Dereck Satchell, Sr. – Crew Dispatcher – 25 Years of Service
Gregory Bishop – Engineer – 25 Years of Service
Rodney Thomas – Car Inspector – 15 Years of Service
John Falcao – Train Dispatcher – 15 Years of Service
Sergio Silva – Train Dispatcher – 15 Years of Service
Stephen Pullen – Conductor – 15 Years of Service
Matthew McCloskey – Car Inspector – 10 Years of Service
Christopher Herff – Conductor – 10 Years of Service
Patrick Durso – Carman – 10 Years of Service
Ian Ferguson – Train Dispatcher – 10 Years of Service
Keith Fee – Engineer – 10 Years of Service
Omar Peralta – Conductor – 10 Years of Service
Kenneth Browning – Electrician – 10 Years of Service
Ronald Rizzi – Trackperson – 10 Years of Service
James McDermott – Signal Engineer – 10 Years of Service
Vincent Vaccarella – Train Dispatcher – 10 Years of Service
Joseph Russello, Jr. – Car Inspector – 10 Years of Service
Michael Gaull – Engineer – 5 Years of Service
Shane Friel – Conductor – 5 Years of Service

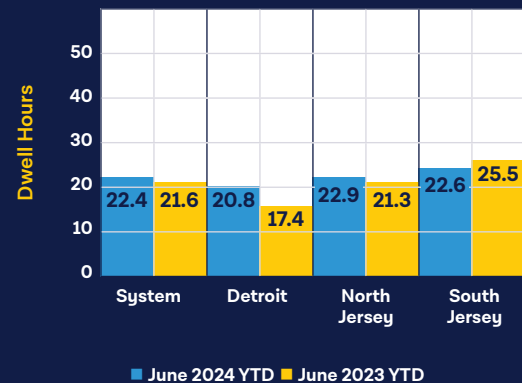
Safety/Service Measures

On Time Road Train Departure performance has declined in 2024 vs. 2023



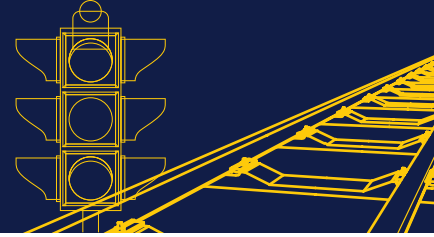
SYSTEM 2% Deterioration 2024 vs. 2023
DETROIT No Change 2024 vs. 2023
NORTH JERSEY 3% Deterioration 2024 vs. 2023
SOUTH JERSEY 3% Deterioration 2024 vs. 2023

Yard Dwell Time has declined in 2024 vs. 2023



SYSTEM 4% Deterioration 2024 vs. 2023
DETROIT 20% Deterioration 2024 vs. 2023
NORTH JERSEY 8% Deterioration 2024 vs. 2023
SOUTH JERSEY 11% Improvement 2024 vs. 2023

Meet the C&S Inspectors



BRIAN MACLACKLIN | Office Utility Professional

MEET CHUCK FENTON

In the ever-evolving field of communications, Chuck Fenton excels at a diverse range of tasks. From setting up TVs to troubleshooting networking issues, installing security cameras, and managing fiber optics, Chuck handles it all. He also ensures seamless communication between dispatch and field teams. “That’s why I love the communications side,” Chuck says, “it’s always changing.” He attributes his success to his extensive knowledge and commitment to continuous learning. Whenever new equipment arrives, Chuck takes the time to thoroughly familiarize himself with it. “I have a vast knowledge base to really help people,” he notes.



Safety is paramount for Chuck in his role. “Performing my job safely is something I take the most pride in,” he shares. “At the end of the day, we all want to go home to our families.” With an impressive 25-year tenure at Conrail, Chuck has demonstrated remarkable loyalty and dedication.

For those considering a career with Conrail, Chuck says, “Make sure this is really what you want to do. This is a dangerous job, you really have to want it, stay motivated, and stay dedicated.” His advice to new hires is simple yet profound: “Never get complacent. Things change daily. Really take the time to learn your craft; we all have an important part to play.”

Outside of his professional life, Chuck enjoys fishing and spending quality time with family.

MEET TOM OTT

Tom Ott has 13 years of service with Conrail. Outside of his professional life, he enjoys woodworking and spending quality time with his family.

While on the job as a Communications and Signals (C&S) Inspector, his role involves overseeing the installation and maintenance of communication and signal systems, “making sure everything runs smoothly and safely,” said Tom. He attributes his effectiveness to his extensive experience and strong sense of



teamwork and says “Having time on the job and working well with my team, are crucial aspects of being a good C&S Inspector.” One of the highlights of Tom’s job is seeing a project through to completion. “After finishing an installation, I can take pride in looking at the finished product and seeing how nice and neat it looks.”

Tom offers encouraging words for those considering a career with Conrail: “It’s a great career that you can really take pride in.” For new hires, Tom advises, “Listen to the more senior guys and stay safe. You have to learn by doing it, having hands-on experience is invaluable.”

MEET FRANK RAFFA

Frank Raffa, a dedicated Communications and Signals (C&S) Inspector at Conrail, ensures that every job is assigned and executed efficiently and safely. His day begins with a morning job briefing, followed by work assignments. Frank’s primary focus is completing jobs safely and efficiently throughout the workday.



Frank believes that listening is key to being an effective leader. “Listening to what the guys have to say and taking their feedback is crucial,” he explains. “Having an open ear, whether it’s on the job or personal matters, lets them know they have someone to talk to.”

His greatest satisfaction comes from ensuring the safety of his team. “Knowing that all my guys are coming home safely every day” he states proudly.

Frank has been with Conrail for 13 years, showcasing his dedication and loyalty to the company. Frank offers insightful advice for those considering a career with Conrail: “It’s not always going to be easy work, but if you take care of the job, the job will take care of you.” For new hires, Frank’s advice is clear and concise: “Safety comes first, always keep your head on a swivel.”

Outside of Conrail, Frank enjoys spending time with his family. He is also a Volunteer Fireman, a role he has proudly held for the past 24 years. “Showing my boys what hard work is and what it means to give back to the community is something I value deeply,” said Frank.

Point No Point Update

RYAN HILL | Chief Engineer Design & Construction



Steel and concrete, and a lot of it. Since starting the Point No Point bridge replacement project two years ago, 10,630 cubic yards of concrete have been poured and 4,350,000 pounds of steel have been fabricated and erected. While these are impressive and interesting facts to highlight, there have been many other significant advances. The substructure (bridge abutments & piers) has been completed, with many other retaining walls and supporting structures installed. Five of the seven superstructure spans have been installed across the Passaic River, and a new bridge over the PATH commuter railroad will be complete near the time of this publication. Much of the embankment that will support the new railroad alignment beyond the limits of the new bridge is in place. Extensive utility relocations and coordination with adjacent railroads have been successfully completed. All this progress has required significant planning, coordination, and engineering. It has been an enormous effort to make it to this point, by many different groups, both internal and external to Conrail; however, there is still much work to be done.

As we move towards the end of 2024, two large bridge spans will arrive by barge from Alabama and Florida. One of these is

the new movable bascule span which will open to allow marine vessels to navigate past the new railroad bridge. Not only is the construction of the bascule span an incredibly detailed procedure, the integration of all mechanical and electrical components will be a critical part of the project. Construction of the new track alignment will begin this year, with the coordination and integration of a new signaled interlocking at CP Kearny. Finally, the existing bridge will have to be demolished. A significant amount of this work will take place within a six-month outage with the US Coast Guard where no marine traffic requiring a bridge opening will be permitted to traverse past the project site. It will be a busy and crucial six months that will end with the new bridge, tracks, and signal system in service.

It is exciting to begin planning the final pieces of the project and to look forward to a successful end of construction. While many challenges have been overcome, there will surely be others on the path to completion. The team of Conrail engineers, consulting engineers, and contractors that have dedicated themselves to this effort will continue to work diligently until the job is complete.

CP Townley 3 Switch Installation and Control System Upgrade

IAN TOWEY | Senior Signal Engineer



When the decision was made to restore the #3 Crossover at CP Townley, the Signal Department sprang into action as the complexity of this location left little time to waste. CP Townley had a dated signal control system, so instead of upgrading the software of obsolete technology, we decided to bring the location up to the latest standards. The design of this location is rather complex since it is on a passenger route that is equipped with cab signals and dual PTC systems (IETMS (Freight) and ACSES (Transit)). When cab signals and PTC were integrated into the control system in 2015, it took three days to test and commission the system, we knew it could be improved. Having completed the new design, we opted for a phased approach to the project. This involved installing and testing the new control system in preparation for the installation of switch #3 before the physical switch was put in place.

The first challenge was installing new equipment in an already congested bungalow without disturbing the in-service equipment. Our North Jersey Signal Department led by Signal Inspector Nick Stewart, a newcomer to the position, answered this challenge as he showcased his attention to detail and his ability to adapt and overcome challenges. Once the hardware and wiring changes were complete inside the bungalow, and with the scheduled signal system cutover date of Saturday, April 27th approaching, we began the pre-testing phase. In this phase we utilize the latest simulation software and test equipment which allows us to pre-test with little to no impact to operations. Pre-testing helps us locate wiring mistakes and identify possible software errors before the day of the cutover, which shaves valuable time off the outage, allowing us to focus on integrating the new control system with the existing field assets (signals, power switches, and track circuits). Coordination with NJT

to suspend passenger service and bus service around the Lehigh Line allowed us to complete all the necessary wiring changes safely and efficiently, since these assets require significant testing and calibration. Advanced planning and coordination with our Movement Office helped us limit the impact on freight operation and schedule the necessary time for testing and commissioning of the new system. Testing of a new interlocking control system is extensive, and requires maintainers stationed at adjacent interlockings and signal locations to test and verify the new control system interacts properly with the other in-service locations. North Jersey Signal along with help from the South Jersey Signal Construction Gang was able to integrate, test, and place in-service the new equipment in just 12 hours!

This phased approach helps us reduce cutovers from what used to take multiple days to just one day. The newly constructed switch panels laying off to the side of the right-of-way allowed us to pre-mount and wire the new switch machines. Signal employees have also tackled the task of excavating and terminating the cable for the new switch machines, which is another challenge, this included digging overtop and next to the other in-service signal cable, fiber optic cable, and other utilities. The completion of these tasks reduces the amount of time the Signal Department needs during the track installation process which in turn reduces the impact on operations. So, what does this new system get us? A more user-friendly and cost-effective system, improved remote diagnostics, and hardware that can stand up to extreme heat/cold. None of this would have been possible without the careful planning, collaboration, and dedication of all employees and departments involved. For that we say thank you!

Celebration



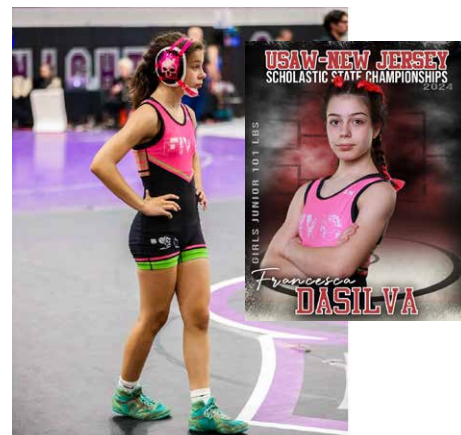
Station



Conrail's Bowling Team participated and placed in the Suburban South Jersey USBC 6th Annual Open Championship. The team consisted of Trainmaster Chuck Seitter, Yardmaster Mark Petrowski, Manager of Engineering Compliance Kevin Voss, and Conductor Ed Verdi. Congratulations to all!



Congratulations to Ted Prestridge, Capital Planning Analyst, on earning his Master of Business Administration degree from Rowan University!



Francesca DaSilva, daughter of Jennifer DaSilva, North Jersey Administrative Assistant and Mickey DaSilva, Manager of Operating Practices, took second place in the USA New Jersey Wrestling State Championship. She also took first place in the New Jersey Freestyle State Championship on May 19th. Congratulations Francesca!



Congratulations to Ian Towey, Senior Signal Engineer, and his wife Mary on the birth of their second son Liam Kelly Towey!



Congratulations to Kiara DiPaola, Labor and Employee Relations Generalist, and her husband Bryce on the birth of their son Luca!



Congratulations to Jaclyn Whelan, Project Manager Design & Construction, and her husband Mike on the birth of their daughter Madelyn Josephine Whelan!



Wyatt Barnhart, son of Elizabeth Barnhart, Manager Labor and Employee Relations, earned his orange belt in karate. Congratulations Wyatt!

Culinary Corner



POTATO SALAD WITH FRESH CORN AND BASIL

ANDREA UNTERBRINK | Executive Assistant/Office Manager



INGREDIENTS

- ☐ 2 tablespoons plus 2 ½ teaspoons salt, divided
- ☐ 1 medium ear fresh white or yellow corn (husked)
- ☐ 2 ½ pounds baby red potatoes cut into 1-inch pieces
- ☐ 1 small yellow onion finely chopped
- ☐ 3 tablespoons white wine vinegar
- ☐ 3 medium celery stalks, finely chopped
- ☐ ¾ cups mayonnaise
- ☐ 3 tablespoons chopped fresh basil
- ☐ 1 tablespoon chopped fresh dill
- ☐ 1 teaspoon black pepper

DIRECTIONS

Place an inch of water in the bottom of a large saucepan, add the ear of corn and cover. Bring to a boil, remove from heat and steam for 5 minutes. Remove from pan and cool completely.

Bring 2 quarts of water to a boil in a large saucepan over medium-high heat. Stir in 2 tablespoons salt until dissolved. Add potatoes; cook until tender, about 15 minutes. Drain; let cool 15 minutes.

Combine onion and vinegar in a large bowl; let stand 10 minutes. Stir in celery, mayonnaise, chopped basil, chopped dill, pepper, and remaining 2 ½ teaspoons salt. Cut corn kernels from cob. Add corn kernels and potatoes to onion mixture; stir mixture. Cover and chill at least 1 hour. Season to taste with salt and pepper. Garnish with dill sprigs.

SKIRT STEAK “MIRIN”ADE

JOE CALLANDRILLO | IT Technician



INGREDIENTS

- ☐ 1 Skirt Steak - 1.15 to 1.5 lbs.
(Can substitute flank steak or London broil, increase cook time accordingly)
- ☐ Salt
- ☐ Black Pepper
- ☐ Garlic Powder
- ☐ Smoked Paprika
- ☐ ½ Cup Low Sodium Soy Sauce
- ☐ ¼ Cup Mirin (Japanese Cooking Wine)
- ☐ 1 Tablespoon Japanese Sesame Oil
- ☐ 3-4 Cloves of Garlic
- ☐ The juice from half a lime

DIRECTIONS

1. Pat the skirt steak dry with paper towels and season all over with salt, pepper, and garlic powder. Sprinkle both sides with smoked paprika, not as heavily.
2. Let the seasoned steak sit on a platter for about an hour, or let it sit on a platter in the refrigerator uncovered overnight to maximize the seasoning.
3. Smash/press the garlic cloves until they split apart with the flat side of a knife and chop them before mixing in a bowl with the soy sauce, mirin, sesame oil, and lime juice.
4. Put the seasoned steak in a Ziploc bag and pour the marinade in with it, sealing the bag and making sure to distribute the marinade inside so that it fully coats the steak. Marinate for at least an hour in the refrigerator, preferably around four to six hours, turning the bag over every hour or so.
5. Take the steak out of the refrigerator and give it about thirty minutes or so to come to room temperature. Set the burners on your grill to high, once preheated, put the steak on. Grill for 3-4 minutes on one side depending on the size, then flip it over to give the other side a good sear and turn the heat down to medium/medium high for another 3-4 minutes. For anything above medium rare, add another minute or two.

Military Appreciation

Meet Kory Johnson, Detroit District Superintendent



Kory Johnson, Detroit District Superintendent, joined the United States Marine Corps in October 1989. First deployed to San Diego, California for basic training, Kory then completed infantry training from December 1989 through May of 1990 at Camp Pendleton.

In August 1990, Kory deployed to Operation Desert Shield as part of an effort to defend Saudi Arabia from Iraq and liberate Kuwait. He operated in combat as part of the light armored infantry battalion, specifically an armored vehicle crew member, through January 1991 and into Operation Desert Storm.

Shortly after the war, Kory deployed to a Naval base in the Subic Bay, Philippines as part of the light armor patrol serving from June 1991-November 1991.

Kory's final service destination was Okinawa, Japan where Kory was a member of the Marine Corps detachment group until October 1993 when he was honorably discharged from service.

Today, Kory remains an active member in military forums including serving as the active VFW Treasurer, originating the DADS Club incorporated for mentoring young men, and often speaking at the Marine Corps League events. Kory and his wife also actively support his son's recent deployment to the Pacific theater in the United States Navy.

Meet Mark Piombino, Carman



Mark Piombino hired on with Conrail in March of 1974. Not long after, he enlisted in the U.S. Navy in his hometown of Jersey City, New Jersey. His initial steps in the military took him across the country to San Diego, California, where he underwent basic training and attended Basic Electricity and Electronics (B.E.E.P.) school. Upon completing this foundational training, Mark advanced to the Great Lakes Naval Base to finish his training. After successful completion of training, his first assignment took him to Panama, where he joined the USS William V. Pratt, a guided missile destroyer. Mark sailed from Panama around South America, visiting numerous ports and eventually returning to the USS William V. Pratt's home port of Charleston,

South Carolina. His naval career also included two Caribbean cruises and a Mediterranean cruise. During his time on the USS William V. Pratt, Mark served in the Combat Information Center (CIC), where he was responsible for maintaining all vital charts for CIC operations. Mark returned to Conrail in 1978, after he was honorably discharged as a 2nd Class Operation Specialist.

Mark just recently celebrated his 50th anniversary with Conrail. Since 2007, Mark has operated the block truck at Port Reading with his son Tim Piombino. Mark Piombino's service to not only Conrail, but his country, reflects his outstanding level of commitment and dedication.

Customer Highlights

Savage Transload Network

FRANK FUIMANO | Service Delivery Compliance Officer

Historically, American railroads and trucking industries have not always been the best of friends; often competing for one another's business interests. Today however, we have seen this relationship grow into a mutual collaboration that encompasses many moving parts including trucking rail loads from our servicing yards to local business establishments, increases in intermodal operations, and more transloading facilities.

For over 20 years, Conrail has maintained a very productive relationship with Savage Flexi Flo, a transloading network company operating in 25 states across North America. Savage, whose annual truck loading volumes exceed a half million and moves over twenty-two million tons of product each year, not only operates their own various terminals, but also manage various facilities for Norfolk Southern and CSX.

Locally located in Melvindale, Michigan, the Savage Flexi Flo Detroit facility targets transloading 10-13 rail cars daily, with a concentration on corrosive liquids including hydrochloric acid and sodium hydroxide. Over four hundred shippers and 3,500 consignees rely on these transloaded products to arrive at production lines to produce everyday commercial and consumer grade products including motor oils, pesticides, steel purification, and more. For example, even Detroit's own DTE (Detroit Edison) utilizes sodium hydroxide to flush out and clean their holding tanks while steel manufacturers across the country incorporate hydrochloric acid to purify their steel by removing scale and iron oxides from the surface of their steel stock.

Operations supervisor Chris Giles manages the Detroit facility. For the past six years, Conrail has had the pleasure of collaborating closely with his team discussing any safety, service, and design concerns that may arise. The Detroit facility prides itself on maintaining a safe and efficient operation. Recently, along with combining forces with Conrail, nine new lights were installed on the property to ensure better visibility at night and bidding is being secured for a quarter mile stretch of new asphalt along our servicing track.

Volumes are consistent and when Chris was asked if there was any chance of new business ventures he said "We are looking to expand our local operations to include pre-loading. We have secured a long-term contract with a customer who would arrive on the property and, rather than live load, we would have a product loaded truck trailer ready for pick up." With that, Savage Flexi Flo has already entered talks with Conrail to renegotiate the current lease which will include an additional half acre to accommodate the new business infrastructure.

Gordon Terminal Service

COURTNEY MILLS | Lead Service Delivery Compliance Officer

In 1933, Gordon Terminal Service opened their first location in Carnegie, PA producing various lubrication related products. After several decades of success and expansion, they began operations in Bayonne, NJ on New York Harbor in 1966. Originally, the Bayonne plant packaged antifreeze and petrochemicals, and later expanded to lubricants as well. Gordon Terminal Services has been a Conrail customer since 2003.

Gordon Terminal is located off the Constable Hook IT and is serviced out of Bayonne Yard. The terminal manufactures finished lubricants including hydraulic fluids, marine oils, industrial lubricants, synthetic lubricants, and automatic transmission fluids. Gordon Terminal produces nearly 25 million plastic bottles and jugs, and ships over 40,000 tankers full of industrial oil and lubricants each year. The finished products are packaged and shipped by truck and rail.

The Bayonne facility offloaded 1,600 cars last year alone. They offer over 5 million barrels of gasoline, diesel, and jet fuel storage space, and the logistics to provide vital transportation fuels for the northern New Jersey and New York markets.

"We truly value our partnership with Conrail. We look forward to continued cooperation in providing safe, timely, error free service and working together to adapt to our ever-changing business environment," said Robert Mettrick, Gordon Terminal's Vice President.

Silvi Cement

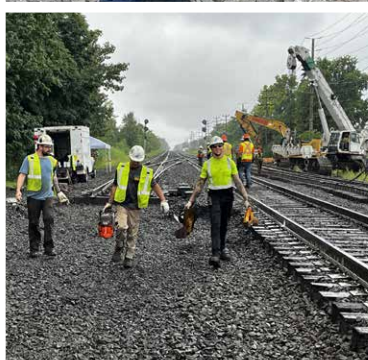
JEFFREY RUSSELLO | Service Delivery Support Specialist

Silvi Cement is located inside Morrisville's serving yard and is served by the MO51. Silvi is currently leasing two acres of land and 900 feet of liner track which they are using to transload cement to one of their facilities in the area. Silvi is a family run business that was founded in 1947 by Laurence Silvi, known as Larry Sr., when the family was gifted a cement block plant from a customer to pay off a debt. Larry Sr. was placed in charge of the new endeavor and the business has grown exponentially. Silvi has been in business for 77 years and started to ship via rail in 2023.

Since signing the lease for Morrisville, they have shipped over 600 railcars, which is approximately 600,000 tons of cement. Their business is continuing to grow and they are already looking to expand their lease and add two more tracks. We are currently in the process of working with Amtrak to bring rail back to their Bristol facility which would bring in even more business.

Conrail and Silvi are looking forward to continuing to develop a strong relationship in the coming years.

Team Conrail





330 Fellowship Road
Suite 300
Mt. Laurel, NJ 08054

PRSRT STD
US POSTAGE
PAID
Permit No. 352
Bellmawr, NJ 08031

Conrail Welcomes General Counsel & Corporate Secretary Daniel P. Dwyer



Dan joins team Conrail with a wealth of knowledge and experience. During his career he has represented passenger, freight, and short-line railroads in all manner of regulatory, environmental, real estate and contract matters. Prior to joining Conrail, Dan was employed as Special Counsel (Regulatory Compliance) at the Southern Pennsylvania Transportation Authority (SEPTA). He represented SEPTA in its dealings with Class 1 railroads as well as federal and state regulators.

Dan has a B.A. from Villanova University, an M.P.A. from the University of Pennsylvania, and a J.D. from Temple University Beasley School of Law.

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