

WINTER
2025

sharedtrack

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Holiday Employee Appreciation

BRIAN MACLACKLIN | Office Utility Professional

Conrail employees and their families welcomed the holiday season with festive cheer through a series of special events held in December. The celebrations highlighted the spirit of togetherness and appreciation, creating memorable moments for everyone involved.

On December 7th, South Jersey employees had a magical time at Santa's Workshop, where they captured memories with photos with Santa and even met a surprise guest—the Grinch! Children and adults alike enjoyed crafting fun holiday decorations and spreading seasonal joy.

On December 13th, North and South Jersey employees and their families gathered at Shady Brook Farms for a dazzling light show. With delicious s'mores, festive food, and warm drinks; the evening was a perfect way to celebrate the season with loved ones in a beautifully lit, winter wonderland.

North Jersey's employees experienced the wonder of the season on December 21st with the Santa Train. Both engines were beautifully decorated with holiday flair and passed through Bound Brook, Carteret, Greenville, and Port Reading.

In Detroit, Conrail spread festive cheer with the Holiday Pie Giveaway, where every employee received a delicious pie to enjoy with their families. It was a sweet gesture that brought a little extra joy to the holidays.

These events were a heartfelt way to show our appreciation for our employees. Thank you to everyone who helped to make the holiday season special for our employees and to everyone who participated. We look forward to more festive celebrations in the years to come!



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Message from the President

As we close out 2024 and look towards 2025, we have a lot to reflect upon with areas of outstanding performance along with areas of opportunities. This team delivered mixed performance on Safety, Service, and Value to our customers and owners. The economic environment has stayed somewhat stagnant and rail car volumes did not materialize at levels that we all would have liked. Economists are optimistic as we enter the new year, stating that 2025 should be a year of growth. Even though I optimistically await that growth, we have remained steadfast with our hiring and are well positioned to handle this growth as it materializes. We have the right people at the right time to deliver results never seen at Conrail. 2025 should be Conrail's best year ever!

On the **Safety** front, we lost ground from 2023. On Personal Safety, we experienced 15 Reportable Injuries which resulted in 12 Lost Time Injuries compared to 14 Reportable Injuries resulting in 7 Lost Time Injuries in 2023. Derailment prevention also saw a degradation in performance. We experienced 79 total Train Accidents compared to 64 in 2023. Further broken down, Human Factor Derailments were flat at 31 total incidents. Collectively as a team we need to continue to focus on the use of switches and derails, as well as a stronger emphasis on protecting the hind end of our trains while performing shoving movements. Track Caused Derailments was the worst performance we have experienced in many years, with 25 total Track Caused Derailments in 2024 compared to 13 in 2023. Public Safety (grade crossing accidents) also experienced an uptick in incidents from 19 in 2023 to 22 in 2024. These are disappointing results in every category, all of which should have and could have been prevented. There was also a tremendous financial cost associated with this performance. In 2023, our derailment costs were 1.3 million dollars compared to 3.3 million dollars in 2024. I am asking each of you to refocus on the task at hand, take a few extra moments to ensure that there is a clear understanding of the work to be performed by all parties involved, and to perform rolling job briefings throughout the day as conditions change. We owe it to our fellow employees, our customers, the communities we serve, and most importantly to our families to perform our jobs safely. Let us start 2025 with a new attitude that we can and will perform every task without incident.

This team performed well on the **Service** side. On-time Train Performance closed out at 90.5% against a goal of 90%. LSM/LOPA (on time deliveries to customers) ended at 87.13% against a goal of 90%. 32-hour cars (rail cars not moving for over 32 hours) had the best year ever closing out 2024 at 584 average daily cars against a goal of 730. Even though the reductions in volumes played a small part in these results, the driving force was our people. Every department and every individual played a part in this company's success. It is every single employee, regardless of department, that ensures that we deliver world-class service to our customers. The railroads are a critical component for our country's recovery and

continued growth, and it is everyone from every department that makes that possible. You should all feel a great sense of pride that you play a critical role in keeping this country moving in the right direction. Outside of these Key Performance Indicators (KPIs), we also delivered on substantial track projects including the new Point No Point bridge that is scheduled to be in service by late Summer.

Value (Financials) was similar to the Safety and Service results. As you are aware, our budgetary performance is directly impacted by the overall carloads being handled on Conrail. As stated earlier, the economy has been slow this year and our all-in carloads handled were flat to budget. In other words, we handled almost the exact number of cars that we were forecasted to handle and did not see substantial growth across the entire company. Detroit was down 3% year over year (mostly autos), North Jersey remained flat, but South Jersey saw a 13% increase year over year and was the driving force to any positive volumes we experienced systemwide. On a positive note, we did experience a 3% increase in volume over 2023; and 2024 was the first year since the pandemic that we experienced any growth at all. I am optimistic that our economy will improve in 2025, and that the railroads will be a driving factor in assisting the economic growth for our country's recovery.

Leadership is what ties all the above together. As mentioned earlier, we are hiring and will continue to hire to ensure that we are prepared when the volumes return. We are working closely with the Transportation Unions to establish a new system (standing bid) that will improve the quality of life for our Transportation employees. We continue to invest in our people, our physical plant, our buildings, new technology, new tools, and new machinery to ensure you have all the tools and latest technology necessary to perform your daily tasks as intended. We continue to hire new managers from our agreement ranks and will continue to do so through the Field Manager Training (FMT) program. Even though our performance was not what we would have liked to have delivered, I am still proud of how well this team has performed over the last couple of years. We have collectively changed the mindset on Conrail, where silos have been broken down and departments are not only working together but truly supporting each other's efforts for the common good of our employees, our company, our owners, our customers, and the communities we serve.

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

Thank you all for what you do!

Brian E. Gorton
President and Chief Operating Officer

Michigan Rail Conference Committee Visit

FRANK FUIMANO | Service Delivery Compliance Officer

On Friday August 16, 2024, the Conrail Detroit Transportation team invited the Michigan Rail Conference committee to our Livernois Yard location.



The day was spent exploring our day-to-day operations including both the NS and CSX intermodal sites, repair track facilities, and the Delray interlocking. The Delray interlocking visit was especially important to highlight the recent benefits of the State of Michigan DIFT (Detroit Intermodal Freight Terminal) program which increased area efficiency while decreasing congestion.

2024 NJ & SJ Golf Outing

MIKE DIARENZO | Director Asset Planning Administration

Conrail hosted their 20th Annual NJ & SJ Golf Outing at the Cream Ridge Golf Club in Cream Ridge, NJ, on Sunday, September 22nd. A total of 84 Conrail active employees, retirees, and railroad industry vendors were in attendance.



The weather, the course conditions, the food, and the prizes were excellent! A big "Thank You" goes out to the following volunteers who helped put this event together: Jamie McIntire, Amber Bednarik, Jeff Russello, Kevin Voss, Andrea Unterbrink, Chris Vessels, Ian Towey, Pat MacDonald, Greg Reiman, Rick McCall, and Dan Carle. We look forward to continuing this event for another 20 years and beyond!

Pavonia Diesel Terminal Injury Free

BRIAN MACLACKLIN | Office Utility Professional



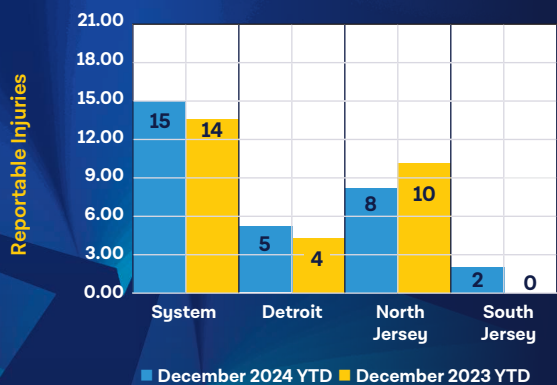
Congratulations to the Pavonia Diesel Terminal for achieving 8 years injury-free! This outstanding accomplishment reflects their exceptional commitment and expertise in operating heavy machinery and tools, day in and day out, in all weather conditions. Whether working in the engine house, on servicing tracks, or at remote locations, the team ensures that the locomotive fleet remains safe and dependable, all while prioritizing safety and efficiency.

The dedication of both current and retired employees, along with mentors who have trained new team members, has been vital to this success. This achievement is a direct result of their consistent focus on safety every single day.

A special thank you to Tim Grzywna and DJ Cogan for supplying the team with the necessary resources and guidance to help maintain this remarkable streak. As we aim for 9 years injury-free, let's continue the excellent work and uphold this exceptional standard of performance.

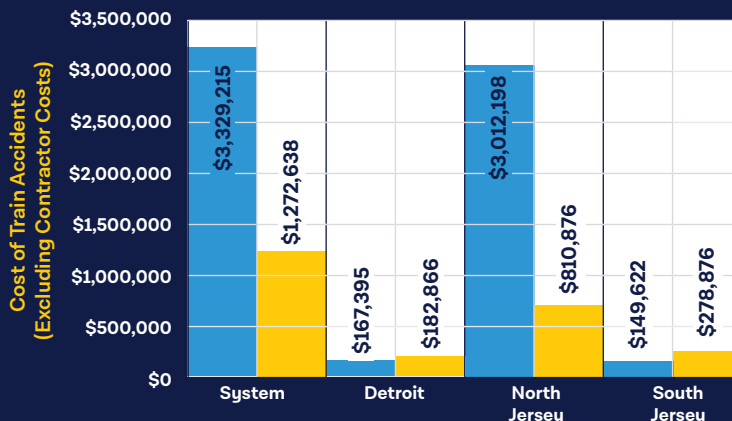
Safety/Service Measures

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



SYSTEM 7% Increase 2024 vs. 2023
DETROIT 25% Increase 2024 vs. 2023
NORTH JERSEY 20% Improvement 2024 vs. 2023
SOUTH JERSEY 200% Increase 2024 vs. 2023

The cost of Train Accidents has increased in 2024



SYSTEM 162% Increase 2024 vs. 2023
DETROIT 8% Improvement 2024 vs. 2023
NORTH JERSEY 271% Increase 2024 vs. 2023
SOUTH JERSEY 46% Improvement 2024 vs. 2023

What's the Scoop, Sup?

Message from Detroit District Superintendent



As we enter 2025, winter safety will remain a top priority for Detroit, with an enhanced emphasis on accident prevention and maintaining seamless operations during extreme cold and snowy conditions. A primary goal will be the implementation of newly developed safety initiatives. These include training employees to

better anticipate and respond to winter weather challenges, such as snow and ice accumulation, ice buildup, and temperature drops. These factors can significantly impact both track and walking conditions. Ongoing investments in specialized snow removal and de-icing equipment, as well as enhanced procedures for our Track Department, will help preserve the integrity of our operation, even in the harshest winter conditions.

In recent months, we have been seeing notable volume growth in both finished vehicle and intermodal sectors, signaling a positive

trend in freight transportation. Finished vehicles, including cars and trucks, have been moving more efficiently across our network, benefiting from enhanced logistics and improved infrastructure. This surge in finished vehicle shipments is a result of growing demand for automotive products, particularly as supply chain disruptions ease and manufacturing increases.

To achieve our goals, we must remain vigilant, prioritize safety, and work collaboratively across all teams. Every department must unite to foster a culture of safety and efficiency, ensuring that all tasks are completed with the utmost care and precision. By combining our strengths and staying focused on shared objectives, we can create a work environment that not only meets, but exceeds, our standards for performance and safety. Together, we can build a foundation of trust and accountability, driving success for the entire organization.

Kory S. Johnson
Detroit District Superintendent

Message from South Jersey District Superintendent



First and foremost, I would like to wish everyone a Happy New Year. 2024 had its share of challenges in the South Jersey Terminal as well as the entire railroad industry. Over the past year, I witnessed the entire Conrail family rally together and look out for one another as a team.

Last year we remained steadfast in our commitment to operating a customer-focused operation, by delivering world-class service across the Delaware Valley. By collaborating directly with our customers, we worked to support their growth, and in return strengthening the railroad industry.

As we move into 2025, our focus remains on fostering strong relationships with one another, mentoring the next generation of our

workforce, and expanding our customer base by understanding and adapting to their unique needs. Our flexibility and commitment to serving the customers' needs will continue to drive our growth and success.

If you have ideas on how we can achieve these goals, I encourage you to stop by my office and share your thoughts. Your input is important as we work together toward our shared vision of operating the safest, most efficient, and customer-focused railroad in North America.

Together, we can make 2025 a year of continued progress and achievement. #TEAMCONRAIL

John E. Higgins
South Jersey District Superintendent

Message from North Jersey District Superintendent



I hope everyone had the opportunity to enjoy quality time with their families during the holiday season. As we welcome in the new year, it is an opportune moment to reflect on our performance in 2024. We performed better than 2023 in our 2024 goals of Safety, Service, Value, and Leadership, but there is always room for improvement.

Safety: North Jersey had 8 FRA reportable injuries, 4 of those were Transportation employees, which is an improvement from past years. We finished 2024 with 15 Human Factor derailments and 8 Track Caused derailments (includes both Conrail crews and foreign crews.)

Service: Volumes (car count) came back in 2024, and we serviced our customers to the highest standards. LSM (Local Service Measure) came in at 97.9%, On Time Departures at 86.48%, and 32-Hour Cars were at 116.

Value: We successfully met our budget for 2024, and we were much better than prior years. We need to keep controlling our spending and continue to identify new opportunities for savings.

Leadership: Conrail's holiday train is getting bigger and better every year. Conrail employees and their families had a wonderful time taking pictures with Santa on his caboose this holiday season. We are excited about the opportunity for even greater attendance next year and look forward to creating new and wonderful memories together.

2025 has already brought us challenges, especially when it comes to safety in North Jersey, requiring our immediate attention and focus. Let us rise to these challenges by supporting and challenging one another to find better, more effective solutions. Together we can make meaningful progress and set an even higher standard for success.

Here's to a productive and impactful year ahead!

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

- Russell Henson – Yardmaster – 25 Years of Service
- Derek Velasquez – Engineer – 20 Years of Service
- Freddie Nicholson – Engineer – 20 Years of Service
- Scott Brenamen – Engineer – 20 Years of Service
- Joseph Kaminski – C&S Maintainer – 10 Years of Service
- Kevin Koss – Electrician – 10 Years of Service
- Thomas Gaffney – Car Inspector – 10 Years of Service
- Paul Holt – Car Inspector – 10 Years of Service

NORTH JERSEY

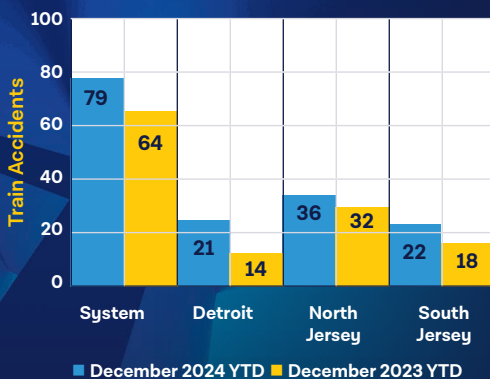
- Robert Austin, Jr. – Engineer – 30 Years of Service
- Dordy Joseph – Engineer – 30 Years of Service
- Matthew Dantas – Track Person – 10 Years of Service
- Mateusz Garncarz – Yardmaster – 10 Years of Service
- Donald D’Angelo – Trackperson – 10 Years of Service
- Jorge Dacunha – Trackperson – 10 Years of Service
- Henry Titus – Car Inspector – 5 Years of Service
- Santo Fontana – Conductor – 5 Years of Service

SOUTH JERSEY

- Leroy Hurley – Conductor – 25 Years of Service
- Charles Fenton, Jr. – Electronic Technician – 25 Years of Service
- Daniel Amaya – Engineer – 20 Years of Service
- Dustin McIntire – B&B Helper – 15 Years of Service
- Gerald Devlin III – Signal Maintainer – 15 Years of Service
- Frank Mangold – Signal Maintainer – 15 Years of Service
- Markus Koltura – Train Dispatcher – 10 Years of Service
- Jennifer Small – Customer Service Representative – 10 Years of Service
- Tawney Famous-Benner – Customer Service Representative – 10 Years of Service
- Anthony Dipace – Customer Service Representative – 10 Years of Service
- John Dimatteo – Conductor – 5 Years of Service

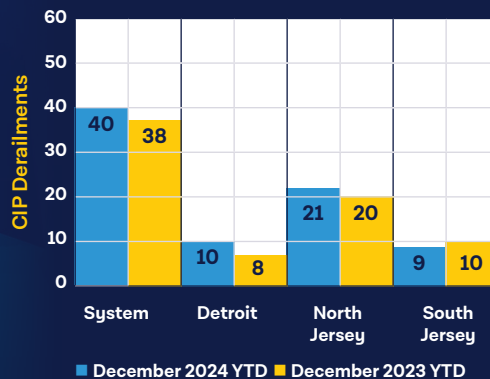
Safety/Service Measures

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



SYSTEM 23% Increase 2024 vs. 2023
DETROIT 20% Increase 2024 vs. 2023
NORTH JERSEY 13% Increase 2024 vs. 2023
SOUTH JERSEY 22% Increase 2024 vs. 2023

The number of Derailments has increased in 2024 vs. 2023



SYSTEM 5% Increase 2024 vs. 2023
DETROIT 25% Increase 2024 vs. 2023
NORTH JERSEY 5% Increase 2024 vs. 2023
SOUTH JERSEY 10% Improvement 2024 vs. 2023

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



SYSTEM 2% Improvement 2024 vs. 2023
DETROIT 3% Improvement 2024 vs. 2023
NORTH JERSEY 2% Deterioration 2024 vs. 2023
SOUTH JERSEY 3% Improvement 2024 vs. 2023

Meet the Customer Service Team

BRIAN MACLACKLIN | Office Utility Professional

MEET ASHLEY LEHM

Ashley Lehm, the first shift Chief Clerk at Conrail, works closely with the Manager on Duty (MOD) ensuring that daily tasks are completed safely, efficiently, and on time. A big part of her responsibilities also include problem solving; especially when handling customer calls or coordinating with CSX and Norfolk Southern.



Ashley attributes her success in her role to training, active listening, and guiding clerks on routine tasks and unexpected challenges. She believes that offering consistent support is key to a successful team.

What Ashley enjoys most about her role is mentoring the clerks. She takes great pride in seeing them grow, learn, and improve in their work.

Ashley has been with Conrail for 14 years and offers insightful advice to those considering a career with Conrail: "It's not always going to be easy, but if you put in the hard work and are willing to sacrifice your personal time, the benefits will be worth it." For new hires, Ashley's advice is, "Be safe, ask lots of questions, and take good notes."

When Ashley is not leading the shift, she enjoys spending time with her family and traveling whenever she can.

MEET CAITLYN GARLOCK

Caitlyn Garlock is a valued member of the Conrail team who has been with the company for 14 years. As the Chief Clerk on second shift, Caitlyn plays a key role in ensuring the smooth operation of the Customer Service Team. She provides guidance to ensure efficiency and accuracy, works closely with managers, and handles phone calls related to the movement of trains; helping keep operations on track. Her core duties include overseeing payroll for the Customer Service Team, inputting special switches, and managing revenue switches; all of which are key to maintaining operational integrity.



Caitlyn attributes her success as a Chief Clerk to her deep knowledge of her responsibilities and tasks. When asked what makes her a good Chief Clerk Caitlyn says, "My knowledge of my responsibilities and all tasks involved. I approach my work with a positive and friendly attitude, creating an encouraging environment for the Customer Service Team. I am ambitious, and I am always looking to improve myself."

With 14 years at Conrail, Caitlyn has grown both personally and professionally. She is proud to be part of a team that supports

each other in achieving shared goals, contributing to the success of the entire organization.

For those considering a career at Conrail, Caitlyn encourages them to stay open-minded and embrace the opportunity to learn new tasks. She emphasizes the importance of growing and taking on challenges, maintaining a positive attitude, and staying motivated even on tough days. "Hard work and dedication will set you up for long-term success," she adds.

To new hires, Caitlyn advises: "Never be afraid to ask questions, it's the best way to learn and shows you're engaged. Stay positive, even in the face of challenges, as your attitude will influence how you approach your work and interact with your team. Finally, be open to learning new tasks. The more you grow and adapt, the more opportunities you'll create for yourself."

When she is not working at Conrail, Caitlyn enjoys spending time with family and friends. She and her husband, Rick, love to travel, explore new places, and create lasting memories. Caitlyn also has a passion for holiday decorating, bird watching, hiking, and spending time in the mountains.

MEET JENNIFER SMALL

Jennifer Small is a dedicated Chief Clerk on third shift who just celebrated her 10-year anniversary with Conrail.



While on the job as a Chief Clerk, Jennifer is charged with overseeing the clerks on her shift and providing them with the support they need to complete their daily tasks. She also assists the Manager on Duty (MOD), and the yards as needed; while staying on top of her own assigned duties.

Jennifer attributes her success as a Chief Clerk to her hard work and leadership abilities. Her in-depth knowledge of the CSX and NS systems further strengthens her role in supporting her team. Jennifer's greatest pride comes from her ability to connect with others through strong leadership and teamwork skills. She enjoys working closely with her colleagues, helping them grow and succeed in their roles.

When it comes to pursuing a career at Conrail, Jennifer encourages applicants to take the leap. "Working for the railroad offers many great benefits." For new hires, her advice is simple: "Take lots of notes and ask lots of questions to fully understand your job."

Outside of Conrail, Jennifer recently married her wife, Francesca. She also works part-time as a Haunt Actor and at the Medical Examiner's office, showcasing her passion for a variety of interests.

Project Updates

MARK LORENZ | Senior Manager Training & Testing

2024 has been a year of progress for the Conrail Training Team, as we implemented several new policies and procedures aimed at improving conductor and locomotive engineer training. These changes were driven by the evolving nature of our industry, including new technologies, shifting regulations, and increased demands for efficiency. Given the complexity and responsibility of T&E positions, continuous improvement in training is essential for both safety and operational effectiveness. **Below are the key improvements made this year:**

- Enhanced Simulation-Based Training:** We introduced structured, real-world scenarios in both the classroom and field, allowing trainees to practice core competencies before entering OJT. This approach provides a deeper understanding of daily operations.
- Ongoing Continuing Education:** The classroom training structure was revamped, and assessments were reformatted. New hire conductors now undergo two assessments, one at the end of classroom training and another after approximately nine weeks of OJT. Only those who pass these assessments proceed through the program.
- Data-Driven Performance Monitoring:** We launched a post-training survey to gather feedback and refine the training curriculum based on the data collected.
- Improved Communication Skills:** We added components focused on developing both verbal and non-verbal communication, including role-playing exercises to simulate real-life interactions with crew members, dispatchers, and supervisors.

Additionally, we introduced recognition programs to acknowledge OJT coaches for exceptional mentoring and to celebrate the completion of our Locomotive Engineer Training program with personalized certificates and gifts. We also improved Book of Rules training by scheduling larger classes during holiday periods, increasing efficiency. A pilot of our restructured New Hire Conductor program in May was successful which enabled larger class sizes so this approach will now be used for all future classes.

We've continued to invest in our team as well, with Mike LaFalce and Jim Bridges attending a train-the-trainer workshop to further develop their skills. I also visited the training centers at Norfolk Southern and CSX, where we shared resources and information to enhance Conrail's training program. In addition, Brian Reilly joined our team from the FRA to oversee regulatory compliance in training across all crafts.

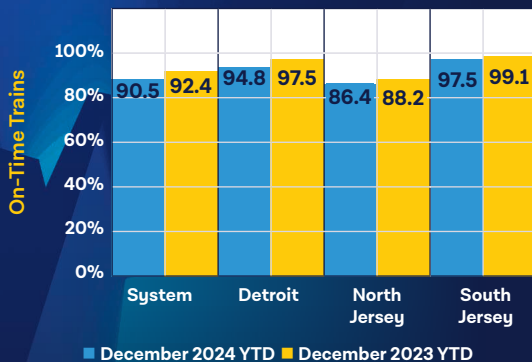
Looking ahead to 2025, we have several key initiatives planned:

- New Training Center:** We will pursue FRA and State grants to fund a new training center, potentially located in Burlington, NJ or Morrisville, PA.
- Mentorship Program:** A structured mentorship program will be introduced to enhance coaching and development during OJT, including scheduled field visits and efficiency testing.
- Embrace Technology and Automation:** We will implement a new platform for tracking certifications and reporting, as well as a system for recording and monitoring data from trainee logs completed during OJT.

While 2024 marked significant progress, we are excited for what 2025 holds, with continued growth and improvement on the horizon.

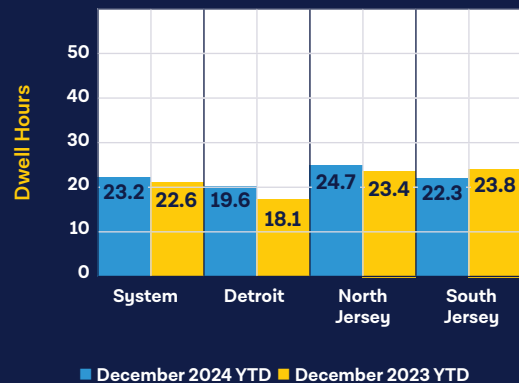
Safety/Service Measures

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



SYSTEM 2% Deterioration 2024 vs. 2023
DETROIT 3% Deterioration 2024 vs. 2023
NORTH JERSEY 2% Deterioration 2024 vs. 2023
SOUTH JERSEY 2% Deterioration 2024 vs. 2023

Yard Dwell Time has increased in 2024 vs. 2023

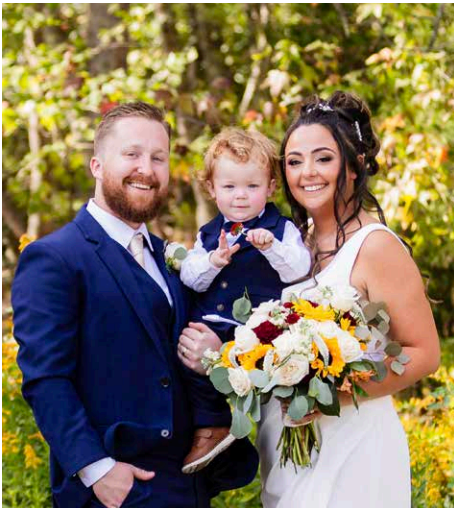


SYSTEM 3% Deterioration 2024 vs. 2023
DETROIT 8% Deterioration 2024 vs. 2023
NORTH JERSEY 6% Deterioration 2024 vs. 2023
SOUTH JERSEY 6% Improvement 2024 vs. 2023

Celebration



Station



Congratulations to Supervisor ATC Patrick Donnelly and his wife Jaime on their marriage!



Congratulations to Michael Lake, Assistant Controller, and his wife Maria on the birth of their son, Declan Lake!



Congratulations to Jon A. Havlicek who retired on October 4, 2024. Jon started his career at Conrail as a Conductor in 1994, and became a Train Dispatcher in 1996. Jon had 30 years of dedicated, injury free service. We wish him all the best in his retirement!

ANTHONY CARLINI'S RETIREMENT

BY DEBBIE BEYNON AND SHARON HIRST



Tony's career with Conrail began in 1988 when he joined the Philadelphia office as an Internal Auditor. Over the years, he brought his expertise and dedication to various Finance departments, including Treasury, Corporate Accounting, and Expenditure Accounting.

In April 1994, Tony stepped into leadership roles, first as Manager and then Director of Payroll. Following Conrail's acquisition by NS and CSX, he advanced to Assistant Vice President Human Resources which paved his way for his promotion to Vice President Employee Relations.

In August 2010, Tony was appointed Vice President Chief Administrative Officer and Treasurer, further broadening his influence and impact on the company. Most recently, in 2021, Tony took on the role of Vice President Finance and Information Technology solidifying his legacy as a dynamic leader and integral part of Conrail's success.

After 36+ years of service, Tony is retiring. His career progression is a testament to his dedication, leadership, and unwavering commitment to excellence, qualities that have left an indelible mark on Conrail and its people. While Tony's presence will surely be missed, the lessons he imparted and the foundation he helped build will remain for years to come.

Tony, we thank you for your remarkable contributions and wish you all the best in this new chapter of your life. May your retirement be filled with good health, happiness, and unforgettable memories!

Culinary Corner



SAUSAGE TORTELLINI SOUP



INGREDIENTS

- 1 pound ground Italian sausage, hot or mild, no casing
- 1 small yellow onion, diced
- 3 cloves garlic, minced
- 3 tablespoons flour
- 1 teaspoon dried basil
- ½ teaspoon oregano
- 1 pinch cayenne
- 1 teaspoon hot sauce
- ½ teaspoon mustard powder
- ¼ teaspoon pepper
- 1 pinch red pepper flakes
- 1 cup heavy cream
- 5 cups chicken broth
- 2 cups kale, chopped (can substitute spinach)
- 2 cups tortellini (10 oz.)
- Salt to taste

DIRECTIONS

Cook and crumble the sausage and diced onions over medium-high heat until the onions are softened, and the sausage is cooked through, 8-10 minutes. Drain grease. Add the garlic and cook for one minute. Add the flour and cook for 1-2 minutes to remove the raw flour taste. Add basil, oregano, cayenne, hot sauce, mustard powder, pepper, and red pepper flakes. Stir to combine. Add the chicken broth and use a silicone spatula to clean the bottom of the pot. Slowly stir in the heavy cream. Bring to a boil, reduce to simmer. Add the kale and tortellini and simmer for 3-5 minutes. Add salt if desired. Quick, easy, and delicious!

SOTO'S FUN FACTS: WHY FOUR FEET, EIGHT AND A HALF INCHES?

JOE SOTO | General Manager Field Operations

Standard gauge, in railway terminology, means a distance between the rails of 4 feet, 8 ½ inches or 1,435 meters. That's an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England, & English expatriates built railways all around the world. Why did the English build them like that?

Because the first railway lines were built by the same people who built the pre-railway tramways, and that's the gauge they used. Why did they use that gauge in England, then?

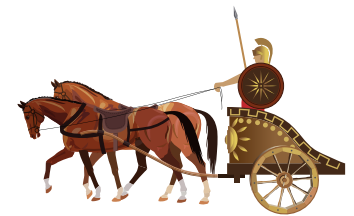
Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing. Okay! Why did their wagons use that odd wheel spacing?

Because, if they tried to use any other spacing the wagon wheels would break on some of the old, long-distance roads. Because that's the spacing of the old wheel ruts. So, who built these old, rutted roads?

The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The Roman roads have been used ever since. And the ruts?

The original ruts, which everyone else had to match for fear of destroying their wagons, were first made by the wheels of Roman war chariots. Since the chariots were made for or by Imperial Rome, they were all alike in the matter of wheel spacing.

Thus, we have the answer to the original question. The standard railway gauge of 4 feet, 8 1/2 inches derives from the original specification for an Imperial Roman army war chariot.



Military Appreciation



Meet Philip Delisi, Supervisor Service Delivery

Supervisor Service Delivery Philip Delisi joined the United States Navy in March 1987, where he attended Recruit Training Command, in Great Lakes, Illinois. After graduating basic training, he received orders to Naval Air Station (NAS) Memphis for Aviation Ordnance Ascension school. Upon graduation, he was assigned to join the USS Ranger, but his orders were rerouted to NAS North Island, San Diego, for further training at Strike Armament School.

After Armament School, Phil reported for duty aboard the Ranger, where he was immediately put to work in the Mess Decks, where, along with one other person, cracked 5,000 eggs a night for 90 nights in preparation for the ship's upcoming WESPAC (West Pacific) deployment. This was a common first job for new recruits at the time. The deployment lasted from February to August 1990, and he worked in AIMD ORD, visiting ports like Pearl Harbor and participating in the rescue of 39 Vietnamese refugees stranded in the South China Sea.

After returning home, Phil received orders to report to NAS Miramar, where he worked in the Weapons Department, maintaining gun ranges and ordnance magazines. Phil recalls his time in the Navy was filled with challenging, but rewarding experiences, and he's proud of the service and the memories he carries today.



Meet Kyle Cabrera, Track Supervisor

Track Supervisor Kyle Cabrera joined the United States Army in May 2006. He spent May 2006 to December 2006 in Fort Benning, Georgia for Basic and Advanced Infantry training, qualifying on multiple weapons systems and military tactics.

The next four years, Kyle was assigned to 3rd platoon, Bravo Company, 3rd Battalion, 21st Infantry Regiment, 1st Stryker Brigade Combat Team, 25th Infantry Division, at Fort Wainwright, Alaska. During this time, Kyle trained as an Infantryman, saw a combat deployment to the Diyala province in Iraq, and attained the rank of Specialist. Kyle participated in over 300 combat patrols and received awards for his service. He also worked as the company RTO, as well as the company's Armorer.

Kyle was honorably discharged from active duty in October 2010. In his spare time, Kyle enjoys spending time with his wife and two children.

Meet the Customers

Arrowhead Environmental Partners

COURTNEY MILLS | Lead Service Delivery Compliance Officer

Arrowhead Environmental Partners operates one of the most modern and safe landfills in the United States. The landfill, located in Marion Junction, Alabama has one of the largest rail infrastructures in the industry and over 95% of the landfill's waste arrives by rail. The 33 locations, ranging from the Midwest to the East Coast, unload 15,000 tons of waste per day. Since 2019, Arrowhead Environmental Partners has been a loyal Conrail customer. "Our service from Conrail is exceptional" said Elaine Fox, Operations Specialist at Arrowhead.

Arrowhead is located within Oak Island Yard. They lease Track 515 in the Transfer Yard, and they are serviced Monday - Friday by the OI09/Y109 and OI65/Y310 crews. Arrowhead's Newark location is a waste disposal partner for local governments, municipalities, utilities and other industrial and municipal waste generators in the surrounding area.

Morris Iron & Steel

JEFFREY RUSSELLO | Service Delivery Support Specialist

Morris Iron & Steel is a family-owned and operated scrap metal recycling and processing company that has been a trusted leader in the industry for over 85 years. Serviced by the FJ02 out of Frankford Junction, they were founded in 1935 and are now in their fourth generation of family leadership.

Based in Northeast Philadelphia, they have built a reputation for providing high-quality scrap metal to steel mills, foundries, and export companies across the United States and internationally. Each year, they process and ship approximately 200,000 tons of scrap metal, and broker over 500,000 tons to meet the growing demand of the steel and metalworking industries. They pride themselves on their commitment to sustainability and efficiency. They own and operate a fleet of 50 railcars, shipping an average of 2,500 tons of scrap monthly via rail.

Looking into the future it's Morris Iron's goal to reopen and extend rail access to their waterfront facility at 7777 State Road. Rail access is essential in the steel industry, as it expands the company's ability to buy and sell materials, reaching customers that are not accessible via barge or truck. Having rail connectivity at their waterfront facility will not only enhance their operations but also create new opportunities for economic growth. This includes the potential for offloading finished goods, aggregates, and other materials, further strengthening Morris Iron & Steel's position in the industry and supporting regional economic development. This would allow both Conrail and Morris Iron & Steel to grow their businesses together.

We are proud of the contributions Morris Iron & Steel has made to the local economy and the environment, and we look forward to achieving even greater success together in the future!

Home Depot

FRANK FUIMANO | Service Delivery Compliance Officer

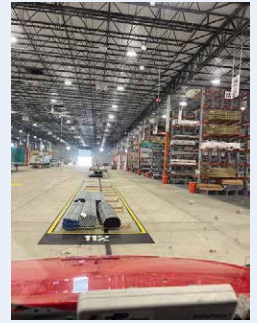
Since 1978, Home Depot has revolutionized how homeowners and contractors purchase materials and complete renovations. To enhance both consumer and commercial customers' experience and expand beyond traditional big-box stores, the company now operates fifteen consumer warehouse distribution centers across the Midwest.

In February 2024, Conrail began providing rail service to support their operations at the Warren, Michigan facility, further optimizing organization and supply chain efficiency. Within this sprawling 414,000-square-foot temperature-controlled warehouse, a vast array of materials are carefully sorted and stored in bulk, ensuring seamless organization and efficient distribution. The rail infrastructure features two tracks, each with an 18-car capacity. On average, the warehouse fulfills 120 online and in-store orders daily, which includes sorting, loading, and delivering them across Southeast Michigan.

In the nine months since its opening, the warehouse has experienced a significant rise in railcar volumes, growing from thirty-seven cars per month to an impressive 140 today. These railcars carry a diverse range of materials, including drywall, timbers, fencing, insulation, electrical wire, lumber, and particleboard; reflecting the facility's vital role in Home Depot's supply chain.

Since day one, Plant Manager Ryan McGill has overseen operations in Michigan and played a key role in supporting the increase in rail volume. "We have increased our daily rail service and anticipate that growth will continue. Online, commercial, and residential orders are also on the rise, and we aim to support that growth," he said. Home Depot has refined its online ordering and ProDesk store purchasing interfaces, making it easier for customers to schedule deliveries through the distribution warehouse.

As we move into 2025, we are excited to unite our efforts to meet and exceed our shared goals, all while helping homeowners and contractors successfully complete their projects.





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FRANK THOMSON & WOMEN’S AID SCHOLARSHIPS

The Center for Scholarship Administration (“CSA”) will facilitate Wells Fargo’s administration of the Frank Graham Thomson Scholarship Fund and the Women’s Aid Scholarship for the 2025-2026 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 applications will open on February 20, 2025 and close on May 1, 2025. 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 20, 2025.

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**