

# SUMMER 2025

# sharedtrack

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## A Hero Among Us

ERIC FERREIRA | Track Supervisor

July 14, 2025, began as a routine day for I&R Foreman Paul Clawges of the Oak Island Track Department. While inspecting the North Jersey main lines, severe weather triggered tornado warnings and flash flood warnings in the area. Paul was asked to run a storm patrol on the Lehigh Line, a request he accepted without hesitation.

While checking for storm damage near the New Market Road crossing in Piscataway, NJ, Paul noticed emergency lights and rising floodwaters. Exiting his truck to assess the situation, he saw someone face-down in a nearby pond. Though police warned it was too dangerous to enter the water, Paul couldn't just stand by. When it became clear first responders couldn't reach the victim in time, he acted and pulled the unresponsive man from the water.

Relying on his CPR training from Conrail, Paul administered chest compressions and rescue breaths for approximately four minutes until the man revived. The victim was later transported to a hospital.

"Without a doubt, you saved that man's life. You're a hero," said the Piscataway Police Sergeant on the scene.

Remarkably, Paul continued his storm patrol afterward, even clearing a downed tree before finishing his shift at 3:00 a.m.

Paul's quick thinking, courage, and dedication embody the very best of Conrail. We are proud to call him a colleague, and a hero.



## Employee Appreciation Days

BRIAN MACLACKLIN | Office Utility Professional

Conrail celebrated Employee Appreciation Days with two exciting events that brought together employees and their families for fun, connection, and well-deserved recognition.

On June 27th, Detroit employees enjoyed a memorable evening at Comerica Park as the Tigers faced the Twins. The night featured thrilling baseball action, classic ballpark treats, and a dazzling fireworks display, creating a perfect summer night.

Then, on June 28th, the celebration continued for New Jersey employees at Six Flags Great Adventure. Attendees spent the day enjoying rides, attractions, and a special lunch at the Conrail Pavilion. The event was filled with laughter, sunshine, and a strong sense of community.

Thank you to everyone who participated in these events and to those who made them possible. Your hard work keeps Conrail moving forward, here's to more shared moments ahead!



# Message from the President

As we enter the second half of 2025, we have a lot of ground to make up for from our first half's performance. Our Safety performance has seen a degradation in every aspect, especially in our personal injuries and rail equipment incidents. Our Service performance has had mixed results, and our financial performance is a direct reflection on the continued downturn in overall volumes. There are a few indicators that our volumes are starting to slowly increase associated with the slight uptick in the auto network out of Detroit, as well as an increase in chemicals coming into the South Jersey District. Hiring and training continue to be a top priority in our continued effort to shore up our Train and Engine employee deficit as well as ensuring that all departments are properly staffed.

As stated earlier, our **Safety** performance is not where we need to be, nor is it the performance that this team has become accustomed to. Our overall personal injury incidents are 17 total incidents compared to 15 this same time last year. Out of those 17 incidents, 9 were FRA reportable injuries compared to 8 at the same time last year, and out of those 9 reportable, 8 resulted in lost time injuries. Train accidents are also trending in the wrong direction, with the greatest degradation being seen in our human factor incidents. We are experiencing far too many shoving incidents with a failure to protect the shove, as well as run-through switches and failure to remove derails. These incidents could have and should have been avoided. I ask each of you that perform these functions to have a renewed focus on these incidents to ensure the point of your train is being protected and that we double-check our lineup to verify that your route is properly lined and derails removed prior to movement. I ask you all to take a few extra moments to protect yourself, your fellow workers, and the communities we serve. We can perform better than we are, *for you all have proven that with the results delivered in previous years*. Even though we have not collectively performed well as a group, there are work groups that are delivering some very impressive results. The Oak Island Locomotive team just celebrated 25 years injury free, the South Jersey Mechanical Department is celebrating 8 years injury free, and the Pavonia Engine House is on pace to be 9 years injury free in September of this year. These milestone accomplishments are unprecedented. Please join me in congratulating these work groups on these very impressive results that have never been seen before in all of Conrail's history!

**Service** performance remains steady with some of our KPIs (Key Performance Indicators) performing very well and other KPIs requiring additional focus to ensure all our metrics meet or exceed the expectations of our owners and customers. On-time departures are at 87.8% against a goal of 90%, 32-hour daily cars have moved in the wrong direction and are currently sitting at 728 against a goal of 620. It is important that we continue to work down this inventory to allow our yards and terminals to remain fluid. LOPA/LSM (deliveries to our customers) have seen the best improvement year after year, we are currently sitting at 92.2% against a goal of 90%. Our customers continue to be very complimentary of the consistent service they continue to receive, and because of that service, new customers are looking to Conrail for their transportation needs as well. These service metrics and accolades do not come by chance. Our customers are receiving this outstanding service due to the great men and women of Conrail that are working collectively together towards this common goal. Outside of our service metrics, we continue to harden

the physical plant as well as adding new tracks to better serve our customers. We are adding capacity and turnouts to improve fluidity to not only our network, but the network of our owners. Examples of this new capacity and infrastructure are Barb Siding and Point No Point Bridge. Barb Siding will be extended and in service by the end of the year, and the new Point No Point Bridge will be operational by mid-October. Our mini tie gang continues to perform great work and is continuing to increase per unit output as their processes continue to improve. After 1 year of operation, we are seeing the fruits of their labor with the track structures being greatly improved within our yards and industrial leads.

On our **Value** (financials) performance, we have seen a slight downturn in volumes where YTD we are down 2% (12,333 carloads), but June did show a positive increase with overall volumes up 2.3% to plan. This uptick was associated with a 2.3% increase in North Jersey and a 12.4% increase in South Jersey volumes, but we remain well below volume predictions in Detroit where they are down 7.4% in volumes in June and 10.8% downturn YTD to plan. But it was a positive sign that June was their best month YTD. The chemical product has seen an improvement in volumes, but the auto network remains slow to recover. Our overall budgetary performance within the Transportation Department is currently at 3% or \$1.1 million unfavorable to plan. The greatest increase in costs has been associated with transportation overtime, derailment cleanup costs, purchase services, and arbitrary expenses. We have plenty of time left in the year to recover, and with the continued hiring (to get people qualified and on the boards) and volume increases, I have full confidence 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 each work group is performing to ensure their costs come in line.

And as always, **Leadership** ties all this together. As stated earlier, we are continuing to hire and will continue to do so until our workforce is fully staffed. We have started another Locomotive Engineer training class, and we will see those newly promoted Engineers by mid-fall on the property. We continue to hire from within the ranks for management positions and have also hired a few experienced railroaders from outside of the company to ensure we have a balanced mix of experience that will deliver the greatest service product to our customers. Over the last 4 years, I have witnessed this entire team go from independent departments working in their own silos, to a workgroup that is working collectively together and delivering some impressive improvements to our overall business products that we deliver to our customers, our owners, and the communities we serve. Thank You all for your dedication and commitment. You are making a difference!

On a personal note, it was a pleasure once again to meet you and so many of your family members during our employee appreciation days at the Detroit Tigers game and the Six Flags event in New Jersey.

As always, Thank You all for what you do!

Brian E. Gorton  
President and Chief Operating Officer



# 2025 Mechanical and Locomotive Injury Free

TIM GRZYWNA | Superintendent Mechanical Operations

At Conrail, safety is not just a goal – it is a core value that guides everything we do. I am proud to share two milestones that reflect the dedication and teamwork of the Mechanical and Locomotive Departments.

On March 20, 2025, we achieved one year injury free in the entire Mechanical Department, across all three districts.

On May 1, 2025, we achieved 25 years injury free at the Oak Island Diesel Terminal.

This achievement is not just about numbers. It is about people – our inspectors, maintainers, and repairmen – all working together to prioritize safety on every shift, in every role. Whether it is staying alert around moving equipment, working safely with heavy machinery and tools, or performing thorough inspections, each team member has contributed to a culture where safety truly comes first.

While we celebrate these milestones, we also recognize that safety is a journey, not a destination. These milestones remind us of what we can achieve when we stay focused, stay committed, and continue to hold ourselves and each other to the highest standards.

To everyone who made this possible – thank you. Let us keep the momentum going and continue setting the standard for safety.



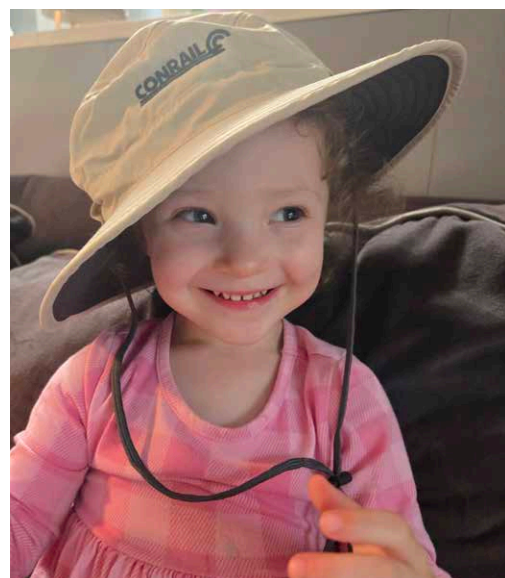
## 2025 Summer Spike

NICOLE GAGLIARDI | Regulatory Compliance Specialist

As the summer season begins, Conrail is gearing up for warmer weather – and staying safe along the way. All three districts gathered in late April and early May for Summer Spike, our seasonal awareness event hosted by the Safety Department. The event aims to bring attention to the changing weather and how to continue to work safely.

More than 700 agreement professionals across all districts and crafts took part in Summer Spike. Everyone received a summer safety briefing, a handout with summer tips, and a Conrail bucket hat. In Detroit, conductor Dave Medley prepared all the food for the event for all three shifts. There was a cookout in North and South Jersey which brought everyone together to enjoy a meal and engage in conversation.

Summer Spike successfully combined education and community spirit, leaving attendees better informed and more aware of the importance of hot weather safety. The Safety Department looks forward to continuing this tradition, ensuring that safety remains a priority throughout Summer 2025 and beyond.



Detroit Conductor Tom Scott's daughter, Callie, adorning the Conrail bucket hat.

# What's the Scoop, Sup?

## Message from Detroit District Superintendent



As summer sets in and the days grow longer, the appeal of sunshine and time outdoors becomes a welcome distraction. But for railroaders, this time of year can also challenge our focus. At Conrail Detroit, we are encouraging all employees to stay engaged and safety-minded, especially when it is tempting to mentally “clock out” before the shift ends.

The good news? So far this season, we have seen encouraging signs of improvement: lower derailment numbers, fewer injuries, and a notable reduction in overall incidents. These gains don't happen by chance, they are the result of a dedicated workforce and strong daily habits.

A key part of our ongoing effort includes regular check-ins with our 13 new hires, both out in the field and in the classroom. These employees represent the future of our operation, and it is critical we give them

the tools and support they need to succeed safely and confidently. Our teams' visits are about more than just oversight, they are about coaching, listening, and reinforcing our standards from day one.

We are also putting energy into modernizing how we operate, including the rollout of CrewPro, our new system for marking on and off duty. We are actively educating employees on how to use the platform properly. Adopting new tools and technologies allows us to build a stronger, more accountable railroad.

Summer is a time to enjoy life outside of work; but while we are on the job, our focus must remain razor-sharp. It is essential that we continue to look out for one another, work smart, and keep building on the momentum we have started.

Kory S. Johnson  
Detroit District Superintendent

## Message from South Jersey District Superintendent



The South Jersey management team has undergone some personnel changes, but our core values of Safety, Service, Value, and Leadership remain at the forefront.

As we head into the summer season and many team members take well-deserved vacations, it is especially important that we remain focused on working safely. The first half of the year presented some challenges in terms of safety. As we move into the second half of the year, our focus is on finishing the year strong. While safety in 2025 has been a challenge thus far with our injuries and derailments, I am confident that with a refocused strategy, we can get back on track as the District of Distinction.

Service is our sole purpose as a company, and South Jersey continues to provide industry leading service. Our volumes are

continuing to grow, and we have outperformed our projected volumes by 7% midway through the year.

Value starts with productivity and asset utilization in the South Jersey District. We need to continue our efforts in finding new ways to move cars more efficiently and effectively to keep our costs down.

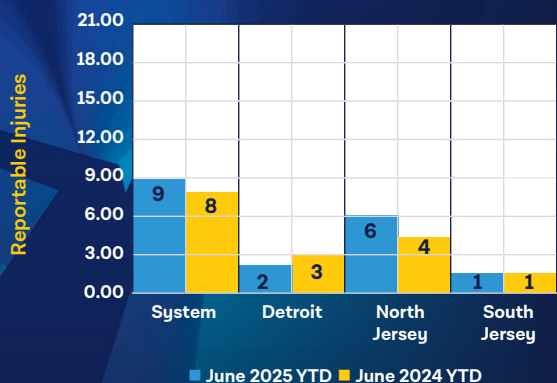
Leadership begins with accountability and taking responsibility for one's actions. I genuinely believe we have the right personnel and processes in place to finish 2025 on a positive note. Let's take pride, stay focused, and work safely to get the customers serviced and everyone back home to their families safely.

Keep it simple, stay focused, and be safe!

Mel G. Little  
South Jersey District Superintendent

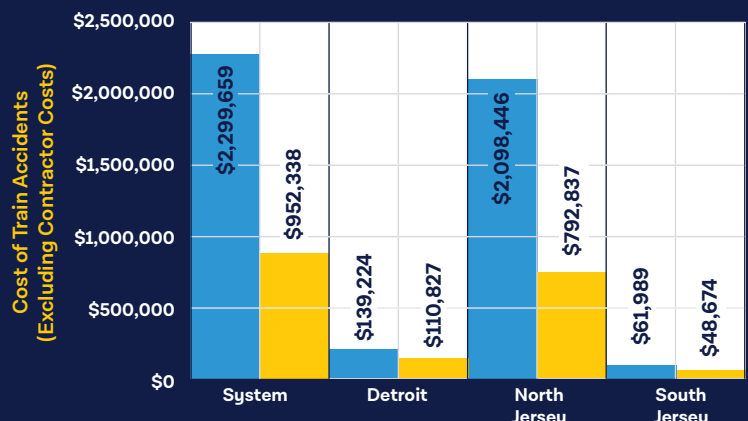
## Safety/Service Measures

Maintaining a safe workplace is our #1 Goal.  
Overall, safety performance has declined in 2025.



**SYSTEM** 13% Increase 2025 vs. 2024  
**DETROIT** 33% Improvement 2025 vs. 2024  
**NORTH JERSEY** 50% Increase 2025 vs. 2024  
**SOUTH JERSEY** No Change 2025 vs. 2024

The cost of Train Accidents has increased in 2025



**SYSTEM** 142% Increase 2025 vs. 2024  
**DETROIT** 26% Increase 2025 vs. 2024  
**NORTH JERSEY** 165% Increase 2025 vs. 2024  
**SOUTH JERSEY** 27% Increase 2025 vs. 2024



# Message from North Jersey District Superintendent



Steve Jobs once said, “Great things in business are never done by one person; they’re done by a team of people.” That rings true whether we are talking about business, sports, or any collaborative effort to bring success. The North Jersey District is not just a collection of individuals separated by craft with different values and goals. We are more than that, we are a TEAM.

From top to bottom, the North Jersey Team is made up of talented men and women. We all have varying degrees of strengths and weaknesses, but through collaborative efforts and support from each team member, it leads to success that we can’t possibly achieve individually.

Now, more than ever, it is time for teamwork in the North Jersey District. The first half of 2025 has not returned the results we want or need despite our collective efforts, but there is still time to finish strong.

### SAFETY

Safety is our number one priority. We have the responsibility to service our customers in the safest and most efficient way possible. We must avoid complacency and take the safest course of action to protect ourselves, our fellow workers, the public, our equipment, and the physical plant. We have already reached the midpoint of the year, and the time is now to refocus our efforts finishing out 2025. Participate in good job safety briefings, double-check your work and ask questions. Every team member can make a difference!

	2024	2025
Train Accidents	15	21
Human Factor Train Accidents	3	9
FRA Injuries	4	6

### SERVICE

The North Jersey Team has performed at a high level servicing our customers. Year to date our LSM score is 97%. The On-Time Departures of our measured trains increased to 83.72% after a rough start to the year, at 68.14% at the end of January. Our 32 Hour cars have steadily reduced to an average of 160 per day. There is still room for improvement, but I am proud of the progress accomplished so far. Every department has played a key role in getting us back on track.

### VALUE

Every operational decision has an associated cost. We will continue to spend money, but it will be done wisely. The North Jersey car volumes, year-to-date, are about 6,000 cars less than projected. We have made some operational changes, and we will continue to pursue sound decisions to enhance value.

### LEADERSHIP

We have had some challenges in the first six months, and we need to finish 2025 strong, but there have also been success stories...

Congratulations to Oak Island Diesel Terminal for 25 years injury-free!

Thank you and excellent job to Wesley Lant and Derrell Gregory for your work on the BA3 servicing Gordon Terminal. Gordon Terminal made it a point to acknowledge what you mean to their business in a recent meeting.

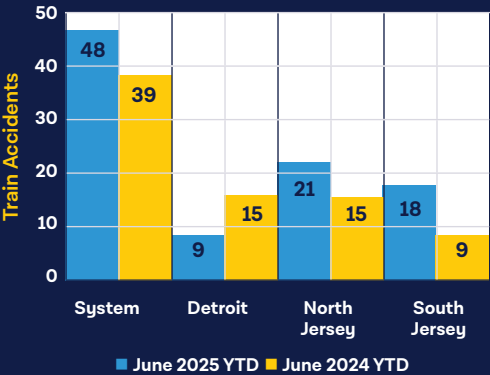
Welcome new conductors and all new hires in North Jersey. Welcome new trainmasters Sean O’Connor, Michael MacNeil, and Jacob Lamitie. You are all joining an organization that can do great things, and you all will play an important role in our success going forward.

The time is now to make a lasting impact... collaborate, plan, and work with a purpose. Improve safety through focused attention to detail and service our customers to the best of our ability. We are all in this together.

Brian D. Taylor  
North Jersey District Superintendent

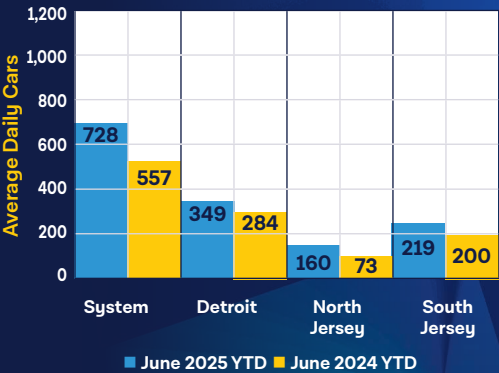
## Safety/Service Measures

The number of Train Accidents has increased in 2025 vs. 2024



SYSTEM 23% Increase 2025 vs. 2024  
DETROIT 40% Improvement 2025 vs. 2024  
NORTH JERSEY 40% Increase 2025 vs. 2024  
SOUTH JERSEY 100% Increase 2025 vs. 2024

Average Daily 32 Hour Cars has increased in 2025 vs. 2024



SYSTEM 31% Deterioration 2025 vs. 2024  
DETROIT 23% Deterioration 2025 vs. 2024  
NORTH JERSEY 119% Deterioration 2025 vs. 2024  
SOUTH JERSEY 10% Deterioration 2025 vs. 2024

# 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

- Donald Howell II – Conductor – 25 Years of Service
- Joshua Kraniak – Trackperson – 10 Years of Service
- Michael Dodge – Car Inspector – 5 Years of Service
- James Guyton – Car Inspector – 5 Years of Service
- Mark St. Aubin – Carman – 5 Years of Service

### NORTH JERSEY

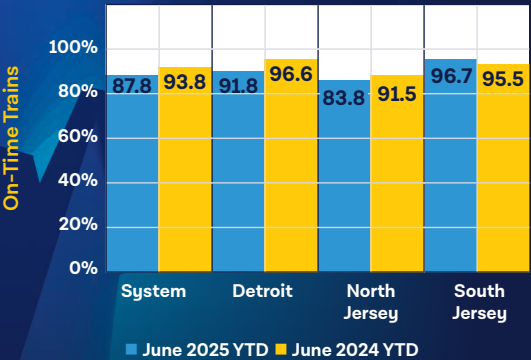
- Dordy Joseph – Engineer – 30 Years of Service
- Andrew Arias – Engineer – 25 Years of Service
- Paulino Quintela – Conductor – 25 Years of Service
- Jorge Velazquez – Carman Clerk – 15 Years of Service
- Rocco Masse – Trackperson – 10 Years of Service
- John Mclaughlin – Conductor – 10 Years of Service
- Nicholas Stewart – Signal Inspector – 10 Years of Service
- Thomas Stout – Conductor – 10 Years of Service
- Christopher Barany – Engineer – 5 Years of Service
- Luis Cortes – Carman – 5 Years of Service
- Santo Fontana – Conductor – 5 Years of Service
- Stephen Zipp – Stevedore – 5 Years of Service

### SOUTH JERSEY

- Frank Forant – B&B Foreman – 15 Years of Service
- John Freni Jr. – Electronic Technician – 15 Years of Service
- Ryan Derock – Signalman – 10 Years of Service
- Patrick Kelly – Trackperson – 10 Years of Service
- Mark Lombardo – Signal Maintainer – 10 Years of Service
- Daniel Sanchez – Engineer – 10 Years of Service
- Vladislav Shpats – B&B Helper – 10 Years of Service
- Richard Smith – Trackperson – 10 Years of Service
- Travis Williams – Yardmaster – 10 Years of Service
- Philip Summers – Engineer – 5 Years of Service
- Randall Sweeney – Mechanical Supervisor – 5 Years of Service
- William Wilson – Engineer – 5 Years of Service

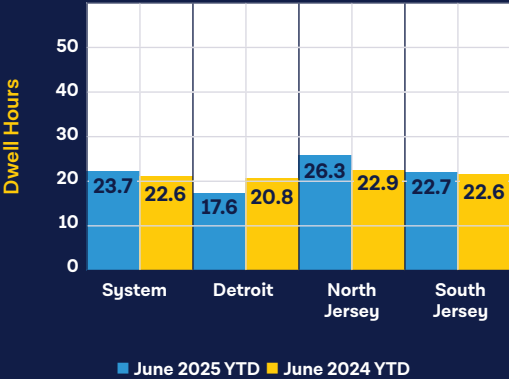
## Safety/Service Measures

On Time Road Train Departure performance has declined in 2025 vs. 2024



SYSTEM 6% Deterioration 2025 vs. 2024  
DETROIT 5% Deterioration 2025 vs. 2024  
NORTH JERSEY 8% Deterioration 2025 vs. 2024  
SOUTH JERSEY 1% Improvement 2025 vs. 2024

Yard Dwell Time has declined in 2025 vs. 2024



SYSTEM 6% Deterioration 2025 vs. 2024  
DETROIT 15% Improvement 2025 vs. 2024  
NORTH JERSEY 15% Deterioration 2025 vs. 2024  
SOUTH JERSEY 0% Deterioration 2025 vs. 2024

# Meet the Crew

BRIAN MACLACKLIN | Office Utility Professional

## MEET JASON CAMPBELL

Meet Jason Campbell, a true “jack of all trades” in Conrail’s B&B Department. With skills spanning HVAC, plumbing, and bridgework, Jason brings a versatile and solution-driven approach to every job he takes on.



When asked what makes him excel in his role, Jason keeps it simple: he’s not afraid of a challenge. Jason states “Even if I’ve never done it before; I can learn something new and be better prepared for next time.” What gives him the most pride in his work? “Fixing problems” Jason says. He also states, “I really enjoy making things better for people, no matter the issue.” Whether he is restoring a heating system or reinforcing infrastructure, his motivation comes from helping others and improving the systems that keep things running.

For those considering a career with Conrail, Jason offers sincere advice: “I love working for Conrail. I can’t speak for every department, but here in Engineering, we love it. They really take care of you if you take care of the job.”

And for new hires? “Pay attention, learn the territories. It’s a lot to learn but ask questions and listen. Don’t be lazy.” Practical wisdom from someone who has walked the path and continues to lead by example.

Thank you, Jason, for your dedication and problem-solving spirit. Conrail is stronger because of team members like you. This August, Jason will celebrate 13 years with Conrail, a milestone that reflects his dedication and impact.

Outside of work, Jason is a proud family man who enjoys spending time with his children and supporting their sports activities. The Campbells also just welcomed their fifth son, Luka J. Campbell. Congratulations, Jason!

## MEET RICHARD DE GRAW

For nearly two decades, Richard De Graw has been a vital part of Conrail’s North Jersey team, bringing precision, strength, and reliability to the role of Structural Welder. His work includes inspecting and repairing bridges, fabricating new parts, and ensuring every job is completed safely and correctly.



“Being a North Jersey Structural Welder means always being ready to go,” Richard explains. “You have to do the job right, and the only way to do that is the safe way.” With 19 years of hands-on experience, Richard has developed a deep knowledge of his craft. “Training teaches you the basics, but on-the-job experience is

where you really grow and master your skills,” he says. Confidence and capability define Richard’s approach. “I know I can get the job done,” he says proudly. “I’ve learned a lot over the years, and that experience gives me the confidence to complete every job safely and correctly.”

For those considering a future at Conrail, Richard offers enthusiastic encouragement. “There’s opportunity here. Great wages, great training. It’s a job you can grow in, and Conrail has a bright future.” He also shares grounded advice for new hires: “You’re going to have ups and downs. Focus, be patient, and you will get where you want to be. Work hard, and you’ll be rewarded, Conrail does a great job recognizing effort.”

His commitment extends beyond the tracks. Outside of work, Richard enjoys coin collecting, metal detecting, fishing, and most importantly, spending quality time with family. Thank you, Richard, for your service, pride in your craft, and continued excellence. Your work quite literally supports everything we do.

When asked for any final thoughts, Richard’s answer is simple and heartfelt: “Conrail will always be a part of my life, and I’m very proud of it.”

## MEET RODNEY WALLEN

Rodney Wallen has played a vital role in keeping Conrail’s South Jersey bridges safe and structurally sound for almost 19 years. As a Bridge Inspector, his job is all about ensuring structural integrity and preventing issues before they arise. “Be proactive, not reactive,” he says, advice he lives by through careful attention to detail and repeated inspections.



Rodney takes great pride in knowing his territory inside and out. “You’ve got to spend the time, get to know every bridge, every culvert” he says. That commitment ensures that every asset in his district is in optimal condition.

His advice for newcomers? “Be a sponge, soak up everything you can from the experienced guys. Stay positive, show up ready to work, and take advantage of Conrail’s training.” He also praises the strong communication across districts: “We’re not just limited to our own areas, we all help each other, share ideas, and work as one team.”

Outside of work, Rodney enjoys camping and spending time with his grandson, especially taking him to see the Conrail bridges he has helped maintain. Thank you, Rodney, for your 19 years of service and your unwavering commitment to Conrail.



# Point No Point Bridge Replacement Nears Completion

RYAN M. HILL | General Manager Engineering

Conrail's Point No Point bridge replacement project is quickly nearing completion, with the new bridge being ready for service in October of this year. This milestone includes a functional movable bridge over the Passaic River, a new track alignment for the P&H Line, and a new signal system at CP Kearny - all of which will be cutover during a weekend outage.

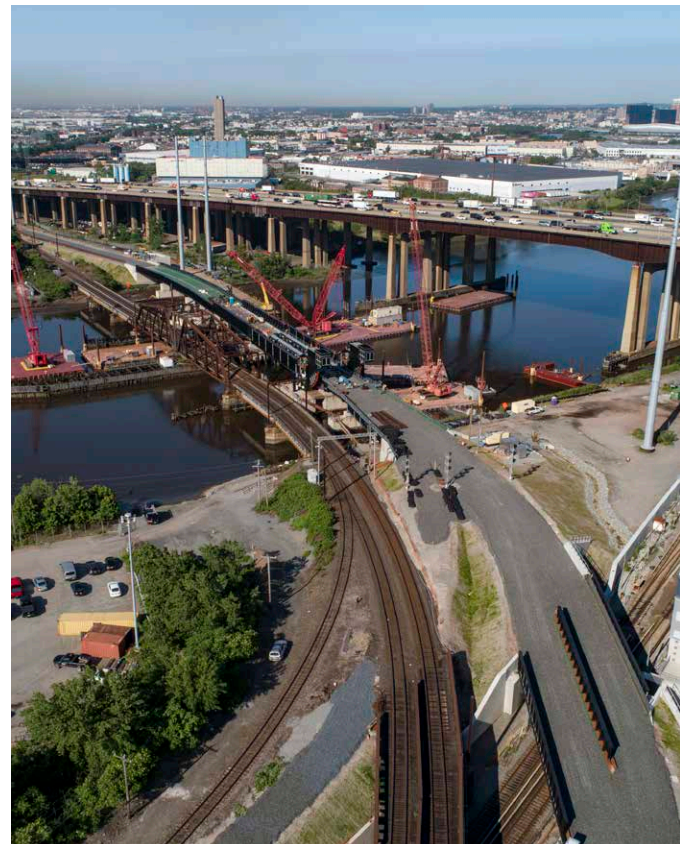
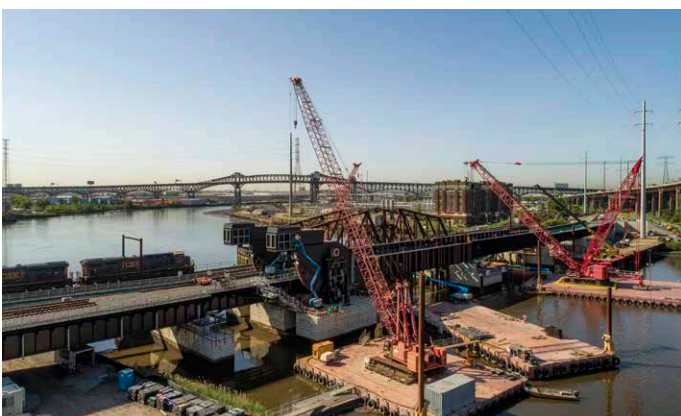
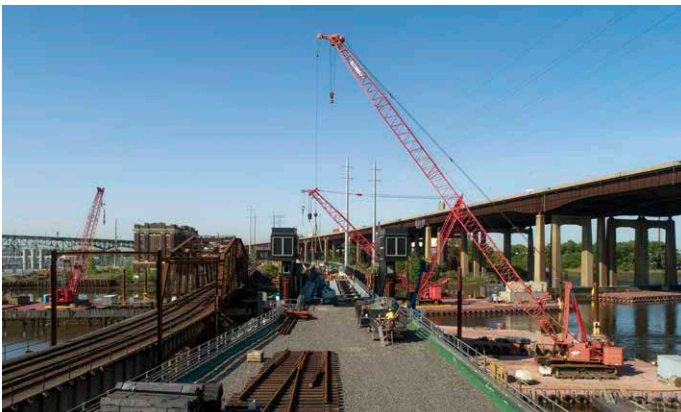
Construction to replace the existing bridge, which was built in 1901, began in July 2022 and has steadily progressed since then. Work started with the construction of the piers in the river, followed by new abutments and embankments that quickly took shape behind them. Spans were fabricated and delivered from multiple sites across the country, including Pennsylvania, Alabama, and Florida, with the movable bascule span delivered by barge from the Mississippi River, around the tip of Florida, and up the eastern seaboard.

Amtrak and PATH both had significant projects in the immediate vicinity of our work, requiring substantial coordination to maintain progress without delay. Advanced track and signal work was completed in May of this year to expedite the final cutover later this fall. These and many other critical tasks have been completed to date, all while maintaining the continuous operation of 40 freight trains per day through the project site.

While the project team looks forward to placing the new bridge in service, there is still work to be done after the first train traverses over the new bridge this October. The existing bridge will be demolished, with all the existing spans being removed and the piers being taken out of the river. The existing bridge over PATH's commuter railroad will be removed, requiring coordination of track outages on PATH's railroad. All existing track and signal equipment will be removed, and the contractor will demobilize their equipment and clean the site.

As we continue to work through the rest of the year, the completion of the new bridge marks a critical milestone in the project. It could not have been possible without the hard work of many people within Conrail's Engineering Department, as well as our consultants and contractors. It is hard to articulate the effort it has taken to get to this point, but I'm thankful for all the great people that have been involved.

This is a big project, one Conrail may never see again. When you consider the cost, duration, and magnitude of the project, the investment by our owners and public stakeholders demonstrates the importance of what we all do every day. I hope everyone can take a moment to recognize that, and that our operation is an important piece of the regional and national supply chain. We should all be proud to be a part of it.





# Celebration



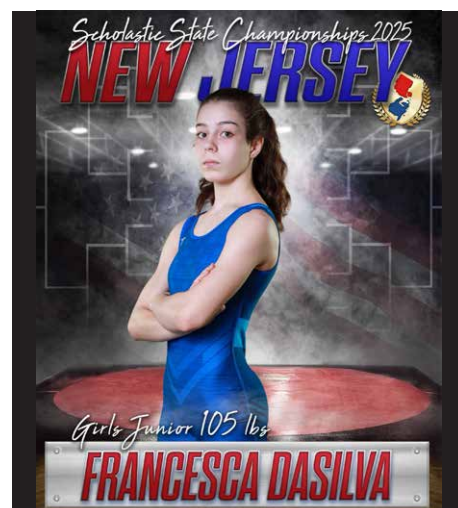
# Station



Congratulations to Sloane Barnhart, daughter of Elizabeth Barnhart, Manager Labor Relations, on her Pre-K graduation. Sloane's brother Wyatt joined in the celebration!



Congratulations to Kinna Barsh, daughter of Julie Barsh, Manager of Human Resources, for winning MVP in the Queen of the Hill Tournament! Way to go Kinna!!!



Congratulations to Francesca DaSilva, daughter of Mickey & Jennifer DaSilva, on winning the Scholastic State Wrestling Championship! Outstanding accomplishment!



Congratulations to Foreman Anthony Baginski and his wife Nicole on the birth of their daughter Marlo Baginski!



Track Supervisor Tom Zuccaro's son, Tommy, and the 17u North Macomb Reds took 1st place in their first tournament of the summer, Anarchy in Armada. Congratulations Reds!



Track Supervisor Tom Zuccaro's daughter, Sofia, and her softball team Armada 12u took 2nd place in the state USSSA Tournament and 1st place in the NSA State Tournament. Their team is currently 40-11-2.



Congratulations to South Jersey Engineer Larry Tambussi on his retirement after 24 years of service!

# Military Appreciation



## Meet Stephen Battle, Trainmaster

On August 10, 1988, South Jersey Trainmaster Stephen Battle joined the United States Army and traveled to Fort Benning, Georgia to begin his training. Upon graduating OSUT (One Station Unit Training), he earned the MOS 11BC2, an infantryman specializing in mobile anti-tank weaponry.

After graduation, he was assigned to a platoon called "French Foreign Legion Platoon" under Bravo Company 1-116th Infantry Regiment, where he spent the next four years. During this time, he formed strong bonds with his fellow soldiers through various training events, and a deployment to Panzer Kaserne in Böblingen, Germany.

Around Memorial Day each year, he shared that his thoughts often turn to his brothers in arms and close friends. Over the years, they had lost several members of their military "family" in various wars and operations. Thanks to modern technology, they can now come together virtually in real time to share stories, to laugh, to raise a toast, and sometimes to shed a tear in remembrance of those they have lost. For Steve, and for many other veterans and active-duty service members, this time is not about themselves, it is about honoring those who gave their lives in service to their country.



## Meet Nick Evangelista, Machinist

Nick Evangelista, a Machinist at the Pavonia Engine House, enlisted in the Navy in 2008 and went to Recruit Training Command in Great Lakes, Illinois shortly after. After graduating from basic training, he received orders to go to Pensacola, Florida for Aviation Machinist Ascension School. Upon graduation, he was assigned to the USS Dwight D. Eisenhower (CVN69).

From 2009 to 2013, Nick went on four deployments in support of OEF (Operation Enduring Freedom). In 2013 he was honorably discharged from the Navy with the rank of Petty Officer Third Class.

After the military, Nick used the G.I. Bill to attend Universal Technical Institute, where he graduated from the Diesel Industrial Program. As part of the South Jersey Locomotive Department, Nick puts his education to use servicing and repairing locomotives.

Outside of work, Nick enjoys working on old cars and playing the drums.

At Conrail, we take immense pride in recognizing those who have served in the Armed Forces. We are proud to work alongside those who have given so much to our country. Thank you, Stephen and Nick, for your service!



# Customer Highlights

## Ferrous Corporation

**FRANK FUIMANO | Service Delivery Compliance Officer**

Detroit's automotive sector continues to thrive, thanks in part to Conrail's support in transporting both vehicles and production by-products, especially scrap metal. Conrail has been instrumental in the growth of Ferrous Corporation, now the seventh-largest customer in the Detroit area, servicing four major facilities: Sterling Heights, Strong Steel, Lonyo, and John Kronk.

At Sterling Heights, scrap from the Stellantis plant is processed and shipped nationwide for recycling, amounting to about 3,000 cars' worth of scrap annually. Strong Steel processes various materials, including entire vehicles from Ford, GM, and Stellantis, contributing to another 3,000 cars' worth each year.

The Kronk facility focuses on aluminum recycling, especially Ford trucks, managing 1,500 railcars of aluminum annually. Nearby, Lonyo processes stainless and standard steel, handling about 2,000 cars daily and shipping refined material to Cleveland steel mills.

Ferrous' Rail Logistics Manager, Viktor Velichkov, highlighted rapid growth—over 70% between 2022 and 2023—driven by marketing. Plans for unit trains aim to improve efficiency and meet rising demand in 2025.

## RCRY

**COURTNEY MILLS | Lead Service Delivery Compliance Officer**

In 2001, RCRY (Rail Enterprise Group / Raritan Central Railway) became a Conrail customer on the Bonhamton Industrial Track in Edison, NJ. The RCRY originally started as the Raritan River Railroad in 1888, connecting South Amboy, Bound Brook, and New Brunswick. Now, Conrail interchanges with RCRY in Metuchen Yard, and the RCRY services customers in Raritan Center Industrial Park and Heller Industrial Park. Conrail's OI32 and JR8 crews deliver cars to Metuchen Yard six days a week, Sunday through Friday, to interchange with RCRY.

RCRY is strategically located to service warehouses and distributors servicing the New York Metropolitan area. They operate about thirty-one miles of track and have the infrastructure to support 250 cars for plastic transloading and 150 car spots for storage. Their fifteen customers include Home Depot, Arizona Iced Tea, and Plastic Express. RCRY provides services to industries involving plastics, chemicals, building materials and food-grade products. In 2024, RCRY handled 7,871 cars and is expected to do the same in 2025.

RCRY General Manager, Tony Gonzalez, said, "On behalf of our entire team here at Raritan Central Railway, I want to extend a sincere thank you for the outstanding service you continue to provide. Your reliability, professionalism, and dedication to excellence play a vital role in our ability to deliver top-tier service to our own customers. Thanks to your support, we're able to maintain the high standards our clients expect, and it's clear that your commitment to operational excellence is a key part of that success. We truly value our partnership and look forward to continuing to work together to achieve even greater results."

## Repauno

**JEFFREY RUSSELLO |**

**Service Delivery Specialist**

Repauno Port and Rail Terminal ("Repauno") is a multi-modal, deep-water port terminal located on the Delaware River in Gloucester County, New Jersey. Owned and operated by Delaware River Partners LLC ("DRP"), Repauno is reimagined at the site of a previously headquartered DuPont manufacturing facility and is capable of storing and transloading a variety of hydrocarbon liquids, energy products, and a broad range of cargoes and commodities. DRP has made significant investments to upgrade the site including refurbishing the existing 186,000-barrel granite storage cavern, a rail loading/unloading rack system consisting of a double railcar unloading rack (40 railcar spots), ladder storage tracks (120 car capacity), a multipurpose deepwater dock, and a state-of-the-art transloading system for rail to dock, rail to rail, and rail to truck loading/unloading.

Repauno's location in the heart of the U.S. East Coast, coupled with direct access to the Atlantic Ocean, offers a centralized hub for products originating from multiple geographical sources, with various options for transportation to local, regional, and international markets. The facility provides efficient and reliable rail service for the transport of energy products through CSX and NS railroads, with direct connection to Conrail, allowing customers to benefit from effective and economical service options.

Ron Bertino, Transportation Manager, Delaware River Partners, LLC said, "DRP is committed to driving the terminal's growth through substantial long-term investments and a multi-phase approach to expansion utilizing state-of-the-art technology and industry leading safety protocol. Repauno looks forward to continued collaboration and strengthening partnerships with service providers to uphold long-term customer commitments and maintain customer satisfaction as the facility progresses in its development."



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## On June 24, 2025 Operation Lifesaver, Inc. held the first ENS Sign Awareness Day.

This new initiative raises awareness about the rectangular blue and white Emergency Notification System (ENS) signs located where roadways cross railroad tracks and educates the general public and first responders on how to find and use ENS signs when seconds count.



### Why It Matters

Awareness saves lives. Knowing how to spot and use ENS signs can help prevent tragedies and ensure a faster emergency response.

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