

SUMMER 2026

sharedtrack

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Five Decades...One Legacy

ANDREA UNTERBRINK | Executive Assistant/Office Manager

In the middle of the 20th century, railroads in the Northeast were struggling. They were unable to compete with publicly funded competition and a changing economy. These struggles came to a head in 1970 when Penn Central declared bankruptcy. The bankruptcy created a ripple effect across the Northeast, with several other struggling railroads quickly following suit.

In response, Congress passed the Regional Rail Reorganization Act of 1973 (3R Act) which created the United States Railway Association (USRA), provided interim funding to the bankrupt railroads, and established the federally owned Consolidated Rail Corporation.

Six major bankrupt railroads came together to form Consolidated Rail Corporation: Penn Central Transportation Company, Erie Lackawanna Railway, Central Railroad of New Jersey, Lehigh Valley Railroad, Reading Company, and Lehigh and Hudson River Railway. Conrail officially began operations on April 1, 1976.

Conrail's early years were turbulent, but The Staggers Rail Act of 1980 changed the industry and allowed railroads to be competitive. Conrail became profitable ahead of schedule, and in 1987, the company went public. Conrail officially split on June 1, 1999, with 58% going to Norfolk Southern and 42% going to CSX. Conrail Shared Assets, a jointly operated subsidiary of both carriers, was created to serve customers in areas where a simple division was not possible.

On April 1, 2026, Conrail proudly celebrated its 50th Anniversary, a milestone that represents far more than the passage of time. It marks five decades of resilience, innovation, and the unwavering dedication of the people who built and sustained the company through every challenge and triumph along the way. Today, Conrail continues to build upon its foundation, carrying forward the same spirit of teamwork and determination that defined its earliest days.

Throughout the month of April, field celebrations were held to thank all the men and women who come to work every day to support Conrail's continued success. We must carry this spirit forward and continue the Conrail story for years to come. This next chapter is being written by all of you. Whether you have been here 50 years or 5 years, we are all a part of this story!



Message from the President

2026 has been an extremely busy year thus far. We have celebrated Conrail's 50th Anniversary that occurred on April 1st, in turn starting a month-long celebration across the company. We also celebrated our country's 250th Anniversary, and we are fortunate to be headquartered right in the center of that celebration, in the birthplace of this great nation - Philadelphia, PA! As part of that celebration, Union Pacific Railroad joined forces with Norfolk Southern and Conrail to commence a cross-country celebration of our country's birthday with the "Big Boy" steam locomotive traveling across this nation with a coast-to-coast tour with the starting point being none other than the city of brotherly love! And while all this was going on, we were still responsible for running the railroad!

Even though we had plenty of distractions that could have taken our eye off the ball, this team did not allow that to happen. We have experienced a slower than expected return to freight volumes, in turn, putting strain on our financial performance. While our Personal Safety has improved since 2025, our equipment safety has shown a concerning trend that must be corrected and requires our immediate attention. Our operations have suffered slightly due to manpower shortages as well as inbound train performance. We are still hiring at an unprecedented rate with our T&E personnel, and we are working closely with our owners to improve their inbound performance, which in turn will help with overall operations of Conrail. We have plenty of time left in the year to get us back on the right track of Safety, Service, and Value!

On Personal **Safety**, we have seen a very nice reduction from last year's performance. Through the end of June, we have experienced 7 Reportable Injuries which resulted in 4 Lost Time Injuries compared to 10 Reportable Injuries resulting in 9 Lost Time Injuries at the same time last year. That truly is a very impressive reduction and does not come by chance. This is accomplished by rule adherence, and a desire to protect ourselves, our coworkers, and the attitude that everyone goes home safely. Our derailment performance and equipment incidents are a different story and need our attention. In the first half of the year, we have experienced 50 total Train Accidents compared to 48 at the same time last year. We are still having far too many incidents. Human Factor Derailments are 24 compared to 20 at the same time last year. The greatest opportunities for improvement are to focus on the use of switches and derails, as well as a stronger emphasis on protecting shove movements. Track Caused Derailment performance is seeing improvements, but not at the rate it should be. We experienced a major Track Caused Derailment at the beginning of the year that exposed immediate opportunities for improvement. We learned a lot from that derailment, and I have seen a renewed sense of ownership and inspection standards delivered from our Engineering Department. This renewed ownership has delivered some very positive results since that incident, and I applaud them for all their efforts. We must continue to learn from each incident we experience for continued improvement. We owe it to one another

as well as our customers and other stakeholders to improve our entire safety performance, and I have no doubt that we will.

We have solid **Service** performance, but as stated earlier, we continue to struggle with crew availability and inconsistent arrival performance from our owning railroads. Even with those obstacles, we are delivering very consistent service to our customers, and once we correct those obstacles, we will only improve upon these metrics. On-time Train Performance year-to-date is 85.9% against a goal of 90%. LSM/LOPA (on time deliveries to customers) currently stand at 90.35%, against a goal of 90%. 32-Hour Cars (rail cars not moving for over 32 hours) continue to be a good news story with an average of 603 cars against a daily goal of 620 cars. As crews become readily available and the inbound on-time arrivals improve, so will each of these metrics. We have plenty of year remaining to meet or exceed every one of these goals.

Value (Financials) are not where we would like them to be. Our overall volumes are down from last year and we are only experiencing slight areas of small growth, but not at volumes that would greatly improve our overall costs. As I have shared in previous newsletters, our budgetary performance is directly impacted by the overall carloads being handled on Conrail. We are not handling the cars that were forecasted for, and in turn our costs are outspending the carload volumes (not a good situation). Detroit is starting to see some growth in the auto network, but the volumes remain flat from same time last year. North Jersey's volumes are down 1% from same time last year and I do see those volumes improving in the chemical business and we are poised to handle the seasonal butane movements that will certainly help drive volumes up. The South Jersey District had the greatest hit to volumes, being down 9.4% from same time last year with that reduction solely in the chemical business. Overall, the company is experiencing a 2.9% reduction in volumes and we must react appropriately. I am optimistic that our economy will improve as the year goes on, but in the meantime, we have to be very thoughtful on our overall expenditure. The auto network is spinning up, the chemicals are returning, and I see the intermodal network slowly picking up pace. Until these volumes come to pass, we must be very conscious of our spending and the cost associated with this volume deficit.

On the **Leadership** front, we are hiring at an unprecedented rate, we are continuing to invest in our infrastructure, we are working closely with our elected officials to improve the railroad infrastructure, we are continuing to look for new business to bring to Conrail and our owners, and we are working closely with our union representatives to find new ways to improve the quality of life for our employees. We have stabilized our leadership team, and I couldn't be happier in the direction this company is taking. I truly believe we have the right leadership in place to take this company in the right direction for the foreseeable future.

Brian E. Gorton
President and Chief Operating Officer

Summer Safety Awareness

NICOLE GAGLIARDI | Regulatory Compliance Specialist

Nothing says summer like great food and good conversation. This June, our team came together for our Summer Safety Awareness Event, combining a fun afternoon with an important reminder: safety is everyone's responsibility.

The event gave employees an opportunity to enjoy a barbecue lunch prepared by their local supervision and members of senior leadership while taking part in conversations about seasonal safety topics, including staying hydrated, recognizing heat stress, wearing appropriate personal protective equipment (PPE), and remaining aware of changing work conditions during the summer months.

One of the highlights of the day was our high-visibility shirt giveaway. All agreement professionals received hi-vis shirts to reinforce our commitment to working safely every day. These shirts are more than just company apparel—they're a reminder that every task begins with making safety a priority.

As temperatures continue to rise, we encourage everyone to remember a few key summer safety practices:

- Stay hydrated by drinking water throughout the day.
- Wear lightweight clothing and use sunscreen.
- Take breaks in shaded or cool areas when needed.
- Watch for signs of heat-related illness in yourself and your coworkers.
- Stay alert – heat can affect your focus.

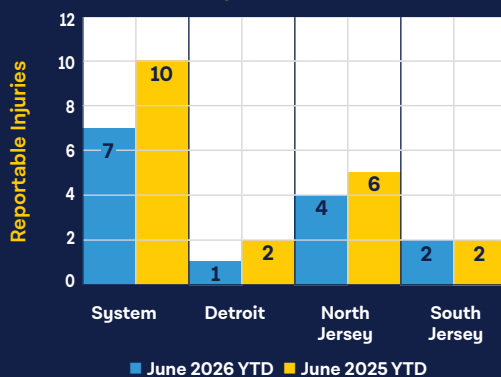
Thank you to everyone who helped organize and participate in this year's Summer Safety Awareness Event.

Here's to a safe, healthy, and productive summer!



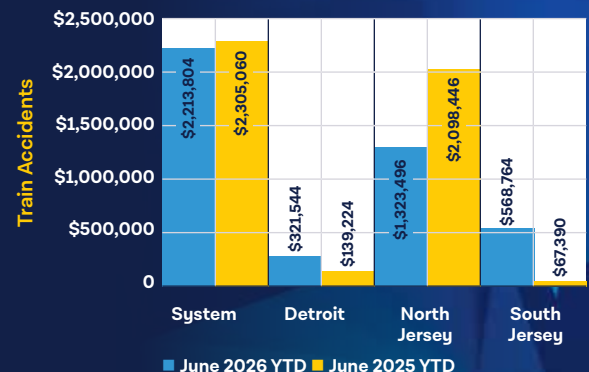
Safety/Service Measures

Overall, safety performance has improved in 2026



SYSTEM 30% Improvement 2026 vs. 2025
DETROIT 50% Improvement 2026 vs. 2025
NORTH JERSEY 33% Improvement 2026 vs. 2025
SOUTH JERSEY No Change 2026 vs. 2025

The cost of Train Accidents has decreased in 2026



SYSTEM 4% Improvement 2026 vs. 2025
DETROIT 131% Increase 2026 vs. 2025
NORTH JERSEY 47% Improvement 2026 vs. 2025
SOUTH JERSEY 744% Increase 2026 vs. 2025

What's the Scoop, Sup?

Message from Detroit District Superintendent



Safety Is Our Foundation—Continuous Improvement Is Our Commitment

As we move through 2026, I want to recognize our employees for the outstanding work being done across the Detroit Terminal. Every day, our employees demonstrate Conrail's

core values of Safety, Service, Value, and Leadership, and your commitment continues to produce meaningful results.

Through the first seven months of the year, we've reduced employee injuries and train accidents while eliminating lost-time injuries. These accomplishments are a direct result of employees following the rules, communicating effectively, and remaining focused on protecting one another. Every safe decision strengthens our operation and reinforces our commitment to sending everyone home safely at the end of each shift.

A key contributor to our success has been the strong partnership between terminal leadership and our SMART-TD Union representatives. By working together with a shared commitment to safety, accountability, and open communication, we've identified risks early, addressed concerns proactively, and

made measurable progress toward our common goals. This collaboration continues to demonstrate that when labor and management work as one team, everyone benefits.

Our safety performance also enhances the service we provide to our customers. Safe operations create reliable service, reduce operational disruptions, and deliver greater value to those who depend on the Detroit Terminal every day.

While we are proud of our accomplishments, we remain committed to continuous improvement. We will continue emphasizing rule compliance, field engagement, coaching, and operational discipline to further reduce risk and strengthen our safety culture.

I want to personally thank every employee, our SMART-TD Union partners, and the entire Detroit team for your dedication and professionalism. Together, we will continue building a workplace where Safety drives Service, Service creates Value, and Leadership inspires Excellence.

Stay safe and continue looking out for one another.

Kory S. Johnson

Detroit District Superintendent

Message from South Jersey District Superintendent



As summer reaches full swing in South Jersey, volumes continue to increase steadily across our terminal. While we are working through the challenges of extreme heat and growing business demands, it is essential that we maintain a safety-first mindset every day.

Safety is our number one priority and must

remain at the forefront of everything we do. As we reach the midpoint of the year, we are not yet where we want to be, but with the right mindset, teamwork, and adherence to our procedures, I am confident we can finish the second half of the year strong.

Manpower shortages have continued to challenge our ability to provide the level of service our customers expect and deserve. I am pleased to share that we have recently promoted new conductors, and additional trainees are progressing through our Conductor Trainee Program to help strengthen our workforce. We will also be starting another conductor trainee class as we continue working toward our staffing goals. With continued growth projected, we plan to hire even more employees in the near future. If you know someone who is interested in starting a rewarding railroad career, please encourage them to apply through our website. We would be proud to welcome them to our team.

Although we have fallen short of meeting some of our customers' expectations, I have no doubt that our growing

workforce will help us return to providing the dependable service they deserve every day. The increase in business throughout South Jersey presents challenges, but I have the utmost confidence in our employees. With the dedication, professionalism, and strong work ethic that defines this team—combined with the support of our new hires—I am confident we are well positioned to meet the demands ahead.

I want to thank each of you for your continued hard work and commitment. Your efforts do not go unnoticed, and they are the reason we continue to move forward. I also encourage everyone to share ideas on how we can improve. Working together creates a stronger team, a better work environment, and helps reduce the daily stress that comes with our industry.

I would also like to thank the SMART Union leadership for maintaining open lines of communication and continually bringing forward ideas that help make our workplace better for everyone. My door remains open to every employee, and I welcome your thoughts and suggestions on how we can continue improving.

Take pride in your work, be accountable, and always put safety first. At the end of every shift, our goal is simple: to ensure everyone returns home safely to their families in the same condition they arrived, or better.

Mel G. Little

South Jersey District Superintendent

Message from North Jersey District Superintendent



On April 1, 2026, we celebrated the 50th anniversary of the creation of Conrail. It was an important milestone and a chance to recognize the history of our company and the people who have made it what it is today. Our celebration at Oak Island Yard brought the North Jersey District team together to reflect on where we've been and the role each of us plays in moving Conrail forward. The success we enjoy today was built by generations of railroaders who took pride in their work, looked out for one another, and remained committed to providing safe, reliable service. Today, that responsibility belongs to us. Every day, your hard work and professionalism help maintain the reputation that Conrail has earned over the past 50 years, and I appreciate everything you do to keep our operation moving safely and efficiently.

Following the anniversary celebration, the Conrail Safety Department, along with managers from North Jersey and Mount Laurel, hosted our Summer Safety Awareness event. Managers put on grilling aprons, served hamburgers and hot dogs, and spent time talking with employees. More importantly, it gave us an opportunity to discuss the safety challenges we face during the summer months and reinforce the importance of staying focused on the job. Safety isn't just a rule or a policy—it's something each of us are responsible for every day.

As we look back on the first half of 2026, we've made progress in some areas while recognizing there is still work to do. Through June, FRA-reportable injuries in North Jersey decreased from 6

in 2025 to 4 in 2026. That's a positive step and a reflection of the attention our employees continue to give to working safely.

At the same time, train accidents increased from 21 to 27, and human-factor train accidents rose from 9 to 14. Those numbers remind us that we can't afford to become complacent. Every move we make, every switch we line, every shove we protect, and every decision we make operating at restricted speed matters. The little things make a difference, and staying focused on the basics is what keeps everyone safe and our operation running smoothly.

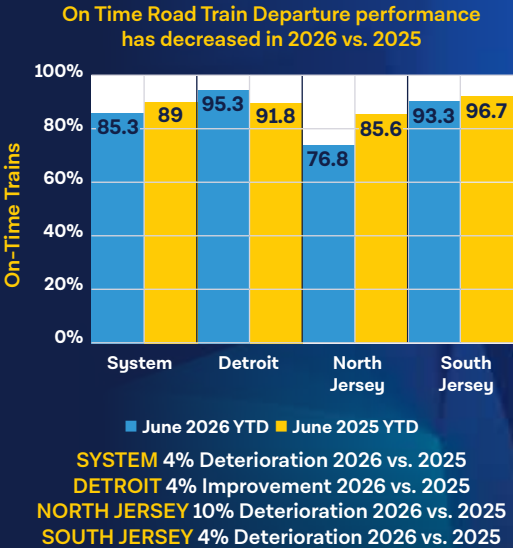
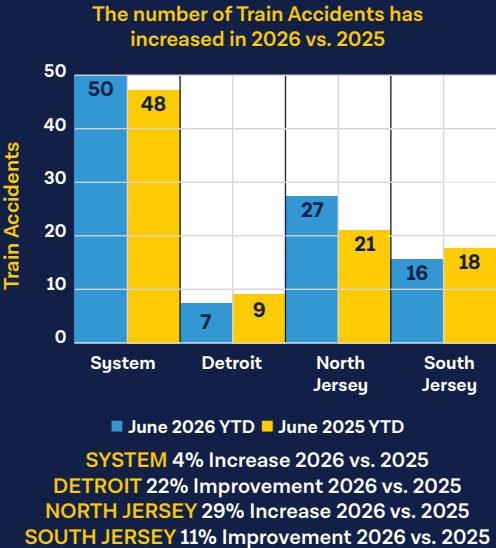
As we move into the second half of 2026, we will see increased traffic, the return of butane season, and the challenges that come with a busy railroad. I have every confidence that the North Jersey team is up to the task. Time and again, you have shown your ability to work together, adapt to changing conditions, and get the job done safely.

As we continue building on the foundation left by those who came before us, let us stay focused on what has always made Conrail successful: looking out for one another, taking pride in our work, and putting safety first. If we continue to do those things, we will be well positioned for a successful second half of the year.

Thank you for everything you do each day. I appreciate your hard work and dedication, and I'm proud to be part of the North Jersey team.

Brian D. Taylor
North Jersey District Superintendent

Safety/Service Measures



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

- Christopher Kovalchik – Welder Foreman – 20 Years of Service
- Jeffery Moroney – Engineer – 20 Years of Service
- Scott Beutner – Car Inspector – 15 Years of Service
- Christian Gray – Engineer – 15 Years of Service
- Christopher Holmes – Mechanic – 15 Years of Service
- Thomas Ott – Inspector – 15 Years of Service
- James Winslow – Engineer – 15 Years of Service
- Michelle Harris – General Clerk – 5 Years of Service
- Joseph O’Connor – Conductor – 5 Years of Service
- Jason Prim – Yardmaster – 5 Years of Service
- Robert Regulski – C&S Maintainer – 5 Years of Service

NORTH JERSEY

- Mark Brooks – Shipper/Receiver – 20 Years of Service
- Raymond Recio – Foreman – 20 Years of Service
- Sean Sowers – Welder Foreman – 20 Years of Service
- Robert Hughes – Foreman – 15 Years of Service
- George Wolf – Yardmaster – 15 Years of Service
- Abdul-Wahid Bashir – C&S Maintainer – 10 Years of Service

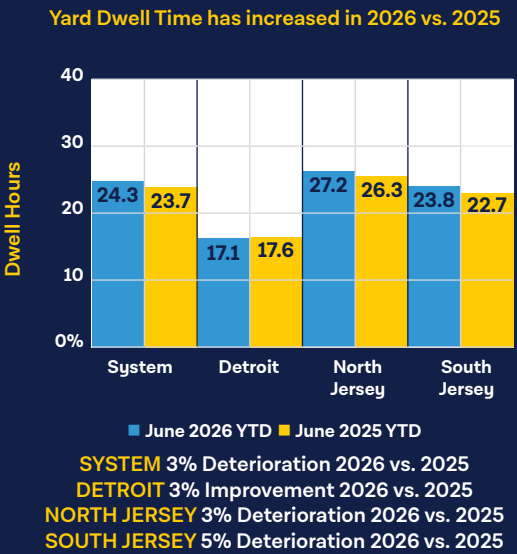
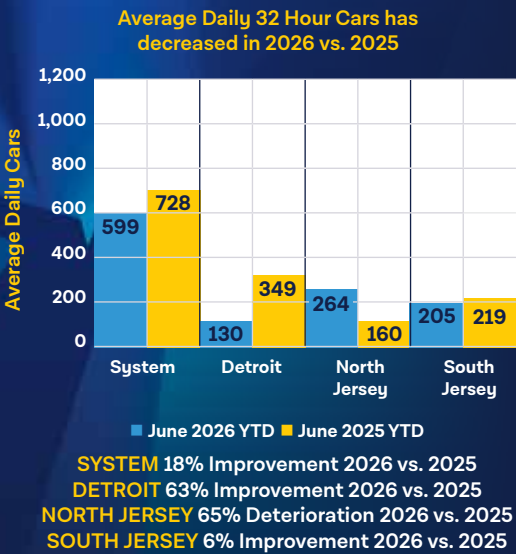
- Patrick Flannery – Carman – 10 Years of Service
- Kenneth Kokoska – Engineer – 5 Years of Service
- Mark Malinowski – Machinist – 5 Years of Service
- Juan Padilla – Conductor – 5 Years of Service

SOUTH JERSEY

- Zachary Gaull – Yardmaster – 15 Years of Service
- Michael Lynch – Electrician – 15 Years of Service
- Corey Grzywna – Office Manager – 10 Years of Service
- Mario Fallas Jimenez –Foreman – 5 Years of Service
- Joseph Lopez – Carman – 5 Years of Service
- Anthony Mascia – Machinist – 5 Years of Service
- Michael Pyfer – Engineer – 5 Years of Service
- Pedro Rodriguez – Engineer – 5 Years of Service
- Johnathan Shaw – Conductor – 5 Years of Service
- Charles VanBenschoten – Customer Service Representative – 5 Years of Service

These milestones are representative of continuous years of service

Safety/Service Measures



Meet The Mechanical Department

BRIAN MACLACKLIN | Office Utility Professional

MEET PAUL HOLT

Carman

Since joining Conrail in 2013, Paul Holt has helped keep rail operations safe by inspecting and repairing railcars before they return to service. His attention to detail and commitment to “doing the right thing, not necessarily the easiest thing,” have made him a valuable member of the Mechanical Department.

What Paul enjoys most about his role is knowing that every inspection and repair contributes to the safety of his coworkers, customers, and the communities our trains travel through. Outside of work, Paul enjoys spending time with his wife and two sons. He also likes riding bikes, playing disc golf, and playing the guitar. Railroading runs in the family, as his brother is also part of the Conrail team in the Track Department.

Paul encourages new employees to learn from experienced coworkers, build good habits from day one, and remember that teamwork and safety always go hand in hand. For those considering a career at Conrail, his advice is simple: “Stick with it, the opportunities are worth it.”



MEET DENNIS MCDADE

Carman

Dennis McDade has been a valued member of the Conrail team for 17 years, currently serving as a Carman. In this role, Dennis performs mechanical inspections on inbound and outbound trains, identifies defects, and completes or documents necessary repairs to help ensure railcars are safe and ready for service.

Dennis credits his experience and the guidance of his father, who worked for Conrail for 36



years, with helping him become a successful Carman. He still remembers his father telling him, “You’re going to look at these same cars over and over again, don’t get complacent.” Dennis takes great pride in the quality of his inspections and in knowing that, over the years, he has never had a railcar he inspected experience a problem.

For anyone considering a career with Conrail, Dennis emphasizes that railroading offers opportunities that are often overlooked, including stable employment that does not require a college degree. His advice to new employees is simple: “Ask questions, even if they seem stupid, they’re not and listen to the senior guys.” Outside of work, Dennis enjoys following the Yankees, Giants, & Knicks, in addition to spending time with his wife, Christine.

MEET VICTOR SETTIMI

Car Inspector

Victor Settimi has been a dedicated member of the Conrail team since 2008, helping ensure every train leaves the yard safely. As a Car Inspector, he secures work tracks, inspects railcars, performs Class I air brake tests, and makes repairs to keep equipment operating safely and efficiently.

Victor credits his success to taking pride in his work, paying close attention to detail, and approaching every task with safety first. The part of his job that he values most is knowing the trains he inspects leave the yard free of defects and reach their destinations safely. When he is off the job, Victor enjoys spending time with his wife and daughter, working on engines, and staying active in the gym.

His advice for new hires is simple: “Work safely, take your time, and always keep your head on a swivel.” For anyone considering a career with Conrail, Victor says it’s a family-oriented company that truly cares about its employees and offers a rewarding career with great benefits.



Project Updates

STEVEN VANT | Chief Engineer Communications & Signals

Modernizing CP Upper Bay

CP Upper Bay is a critical interlocking—a controlled network of switches and signals—in Conrail’s North Jersey District. The location includes the movable Lehigh Valley Railroad bridge across Newark Bay and serves as the eastern gateway to Oak Island Yard. Since the beginning of 2026, bridge operations have been controlled from Conrail’s main train-dispatching center in Mount Laurel, New Jersey.

To the east, CP Upper Bay connects with the National Docks Branch, a two-track main line toward Jersey City. To the west, it expands into nine routes serving the Greenville Running Tracks, Garden Yard, hump, departure and receiving operations. The location is essential not only to Conrail’s terminal operations, but also to mariners traveling through Newark Bay.

Although portions of the signal system have been upgraded over the years, most of the core infrastructure dates back to the 1930s. CP Upper Bay is also the only location on Conrail with concrete signal bungalows still in service. These structures bear the distinctive Pennsylvania Railroad keystone. After nearly a century of service, the site is now undergoing a complete modernization.

The project will replace the remaining relay-based equipment with modern signal-control technology. Additional signals will be installed for trains leaving the movable bridge span. These signals will make short moves more efficient and will better separate bridge operations from the many yard routes west of the bridge. Dividing—or sectionalizing—the interlocking in this

way will also give train dispatchers greater flexibility when responding to operational issues. For example, trains may still be able to receive signals when a switch failure affects one of the routes leading west from the bridge.

New platforms have been constructed on the bridge to support modern signal-control cases and provide Communications and Signaling employees with safer, more practical work areas. Because the bridge spans a considerable distance, the platforms will allow maintenance teams to safely clear for passing trains without having to completely clear the bridge structure.

Some of the buried and overhead cable at CP Upper Bay is approaching 100 years old. Much of it will be replaced by a fiber-optic network connecting smaller equipment enclosures throughout the interlocking. This decentralized design reduces long copper cable runs, lowers installation and long-term maintenance costs, simplifies troubleshooting and creates a flexible foundation for future improvements.

Completing a project of this scale requires far more than new equipment. It depends on the knowledge, craftsmanship and coordination of Conrail’s Communications and Signaling employees. Their ability to work safely on complex, nearly century-old infrastructure while installing and integrating modern technology is a clear example of the value they bring to the railroad every day. Their work at CP Upper Bay will help create a safer, more reliable, and more maintainable operation for decades to come.



Celebration



Station



Anthony Timoszyk, Bridge Inspector in the Detroit district, recently shared that his daughter, Lily, graduated from Wayne State University on May 8th with a Bachelor's Degree in Exercise and Sport Science. During her studies, Lily was awarded the Frank Thomson & Women's Aid Scholarship through Conrail. This achievement highlights the value of scholarship opportunities available to Conrail employees and their families. Employees are encouraged to explore these programs and consider applying for their children. Congratulations Lily!



Congratulations to Lauren Hirst and Thomas Hirst, children of Sharon Hirst, Director Accounting & Pensions, on their recent graduation. Lauren graduated from Thomas Jefferson University with her Master of Science Degree in Nursing. Thomas graduated from Temple University College of Science and Technology with his Bachelor of Science Degree in Natural Sciences.



Congratulations to Bruno Tavares, Production Engineer, and his wife Sarah on the birth of their son, Luca Anthony Tavares!



Congratulations to Labor Relations Specialist Kiara DiPaola and her husband Bryce on the birth of their daughter, Aria!



SOTO'S FUN FACTS

JOE SOTO | General Manager Field Operations

A single freight train can move one ton of freight more than 470 miles on just one gallon of fuel - making railroads one of the most fuel-efficient ways to move goods across the country.

Military Appreciation



MEET DEVIN KIKER | Workforce Planning Specialist



Workforce Planning Specialist Devin Kiker enlisted in the United States Navy Reserve in December 2006. She completed Recruit Training Command at Great Lakes, Illinois, before attending Naval Hospital Corpsman training. Devin then completed Field Medical Service Technician training at Camp Lejeune, North Carolina, preparing

her to serve alongside the United States Marine Corps as a Corpsman. Upon completion of her training, she attained the rank of E-3 Hospitalman.

Devin was assigned to Marine Aircraft Group 49 at Naval Air Station Joint Reserve Base Willow Grove in Horsham, Pennsylvania. In this role, she helped ensure Marines were

physically, mentally, and administratively “green,” meaning fully prepared for deployment. Her responsibilities included administering required immunizations, drawing blood samples, conducting physical evaluations, and reviewing service members’ mental health status.

When NAS JRB Willow Grove began preparing for closure in 2009, Devin transferred to Marine Forces Reserve in Wilmington, Delaware. There, she supported Bulk Fuel Company B, 6th Engineer Support Battalion and continued working to ensure Marines maintained full deployment readiness.

Devin was honorably discharged from the Navy Reserve in December 2012 at the rank of HM3, Hospital Corpsman Third Class.

Outside of work, Devin enjoys spending time with her husband and cheering on their son, Cole, at his many basketball tournaments. She also treasures time with her extended family on the beach in Wildwood.

MEET DENNIS MCDADE | Carman



Dennis McDade, Carman, joined the United States Army through the Delayed Entry Program during his senior year of high school. Just one month after graduating, he shipped out to Fort Leonard Wood, Missouri. After arriving, he completed One Station Unit Training (OSUT) from July 1995 to November 1995, becoming a 12B Combat Engineer.

After completing his training, Dennis was assigned to the 40th Engineer Battalion, 1st Armored Division, at Strassburg Kaserne, Germany. During this assignment, he deployed to Bosnia for 11 months, from January through December 1996.

He helped identify and destroy enemy fighting positions using C4, blasting caps, mines, and other military explosives.

In February 1998, Dennis returned to Fort Leonard Wood, where he served with the 5th Engineer Battalion until November 2001. During that time, he was attached to the 7th Armored Cavalry Regiment for a deployment to Kuwait from December 1999 through May 2000.

Dennis later served with the U.S. Army Recruiting Command’s Cleveland Recruiting Battalion from November 2001 until January 2005. During his military career, Dennis attained the rank of Staff Sergeant and was honorably discharged from the United States Army in January 2005.

Outside of work, Dennis enjoys spending time at home with his wife and traveling together to new and exciting places. He is also an avid sports fan and proudly supports the New York Yankees, Giants, and Knicks.

Customer Highlights

Hilldale LLC: New Detroit Facility Begins Operations with Conrail Service

FRANK FUIMANO | Service Delivery Compliance Officer

Conrail is proud to highlight new customer Hilldale LLC, a growing Detroit-based operation that officially began rail service in 2026 following the construction of new track infrastructure at the facility.

The operation currently focuses on receiving empty rail cars, which are loaded with scrap materials generated primarily from automotive manufacturers and automotive parts suppliers throughout the region. Trucks deliver scrap material to the facility, where it is processed and loaded into outbound rail cars for shipment via Conrail service.

The site presently operates with a single rail track capable of holding up to six rail cars. Although the operation has only been active for approximately two months, early activity levels and customer feedback have been positive.

Scott Richards, President of Hilldale, expressed satisfaction with the partnership and service provided by Conrail during the startup phase of the operation.

“We are looking to the future and to improve the forecast, but we want to walk before we run,” said Richards.

In addition to the current scrap-loading business, Hilldale is exploring opportunities to expand its operation into transloading services. Future considerations include receiving loaded rail cars and transferring commodities directly into trucks for regional distribution.

Potential infrastructure improvements being evaluated include conveyor systems capable of handling agricultural products such as grain, as well as other bulk commodities including salt.

The development of the Hilldale facility represents another example of how rail-served industrial operations continue to create new logistics opportunities throughout the Detroit region. As the customer continues to grow, Conrail remains committed to providing safe, reliable, and responsive rail service that supports long-term business development.

Marcus Hook Facility: Energy Transfer Partners is serviced by many crews out of Stoney Creek.

JEFFREY RUSSELLO | Service Delivery Support Specialist

The Marcus Hook facility was founded in 1902 by Sun Oil Co. as a refinery, processing Texas crude oil. It became a leader in petroleum refining, introducing advanced catalytic cracking technology in 1937.

During World War II, it produced more jet fuel for the allies than any other refinery. Despite losing four tankers and 141 seamen to German U-boat attacks, Sun Oil successfully transported over 41 million barrels of petroleum during the war. A memorial honoring the fallen workers still stands at the site.

At its peak, the refinery processed 175,000 barrels of crude oil per day and produced gasoline, jet fuel, diesel, heating oil, and other petroleum products. In 2004, it began producing the official fuel used by NASCAR and other major racing organizations.

The refinery was shut down in 2011, due to excess capacity and acquired by Sunoco Logistics in 2012. Following a 2017 merger with Energy Transfer Partners, the facility became part of Energy Transfer and is now owned by its subsidiary, Sunoco Partners Marketing and Terminals, while Sunoco remains a tenant. Today, the site continues to be an important energy infrastructure asset on the Delaware River.

“The key to the successful partnership between Energy Transfer and Conrail lies in the relationships we build with each other. The yard masters, customer service representatives, and train conductors are the best. That is what makes the difference,” said Nick Scott with Energy Transfer Partners.

Stratas Foods LLC

COURTNEY MILLS | Lead Service Delivery Compliance Officer

Stratas Foods LLC, established in 2008, operates a facility in Hillside, New Jersey, located on the Irvington Industrial Track. The facility is served by the OI10 (Y110) local freight assignment based out of Oak Island Yard.

In 2025, the Hillside facility received 792 inbound railcars of commodities. The site is currently undergoing a major expansion project designed to increase production capacity and support future growth. Through its network of nine packaging plants, Stratas Foods supplies major fast-food chains, distributors, and retail customers across the United States.

“We rely heavily on consistent and dependable rail service for the delivery of our vegetable oil,” said Christian Hildebrand, Vice President of Stratas Foods. “Our Hillside, NJ, facility is a critical operation supporting the greater New York metropolitan area and the broader Northeastern United States with reliable food supplies. Conrail is an integral partner in helping us achieve these objectives, contributing to supply chain stability and the restaurant experience that consumers depend on every day.”

Conrail takes great pride in its partnership with Stratas Foods and remains committed to delivering the reliable rail service that supports the company’s continued growth, operational success, and service to customers throughout the region.



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Celebrating **64 YEARS** OF INJURY-FREE SERVICE

Congratulations to **Randy Durant** and **Dordy Joseph** on achieving a combined 64 years of injury-free service. Randy has completed 33 injury-free years, and Dordy has completed 31 injury-free years.

Together, their commitment to safety, teamwork, and looking out for one another reflects the standards we strive for every day.

Thank you both for setting a strong example and for reaching this outstanding milestone.



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