

JANUARY
2017



Shared Track



Conrail Celebrates the Holidays

By: Stephen McGinnis, Communications Coordinator, and Scott Cyrus, Senior Trainmaster Detroit

CONRAIL BELIEVES it's important that employees realize their hard work and dedication does not go unnoticed. To show their appreciation during the holiday season, Conrail hosted the annual holiday party at the Falls Banquet Hall in Morrisville, PA on December 17. Conrail's Detroit employees celebrated a very successful holiday party at the Park Place Banquet Hall on December 18, 2016.

Employees received a commemorative 40th anniversary holiday train ornament and crayons and coloring books were handed out to children. The Delaware and Susquehanna Model Railroad Club awed everyone in attendance with their impressive model railroad display for the second year in a row. Alongside the train display, caricature and face paint artists were busy all day creating holiday cheer for everyone as well.

In the main dining area, Magician Bob Conrad entertained young and old with his performance that included tricks, puppets, illusions, singing, and some audience participation.

To the delight of all, Santa Claus even made a special visit, arriving on a Langhorne-Middletown fire truck driven by South Jersey Train Master Pat McWilliams. Santa took

photos with all who wanted one, and many children could be seen going back to tell him something else they wanted him to bring on Christmas morning.

Santa made sure everyone had a chance to tell him what they wanted for Christmas. Then he was off to Detroit where he was once again the highlight of the day. This time he arrived on a Dearborn, Michigan re truck and was greeted by more than 75 children eagerly waiting to see him. They quickly lined up to tell him how good they were this year and what they would like for Christmas.

Employees and their families enjoyed a host of amenities including airbrushed face painting, picture booth, balloon animal figures, raffles, and personalized Christmas stockings.

On the menu side, there was an abundance of hot foods and desserts for employees to enjoy including the famous "Woolridge cakes" that were scooped up quickly. The turnout was well over 200, slightly more than anticipated! We would like to send a special thanks to the Redford Model Railroad Club for participating in our holiday party. They set up their model train station consisting of over 60 linear feet of model railroad that kept employees and their families going back for more!

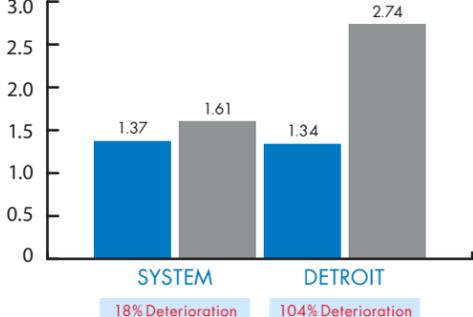
We would like to thank everyone who braved the elements to join us to celebrate the holidays and to everyone who helped make the holiday parties a great success.

Detroit Shared Assets Area

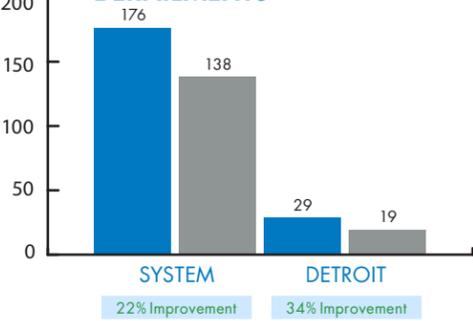
DETROIT SAFETY AND PERFORMANCE METRICS

■ Dec. 2015 YTD ■ Dec. 2016 YTD

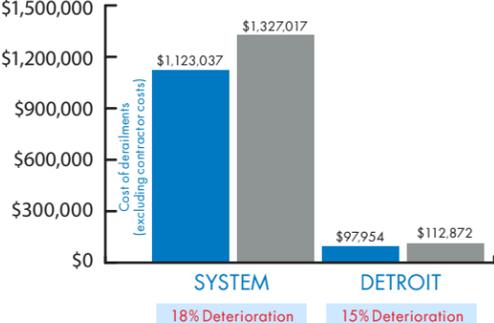
EMPLOYEE INJURY RATE



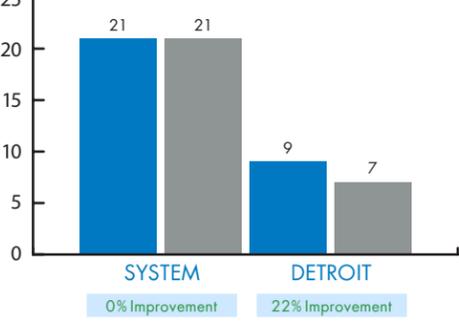
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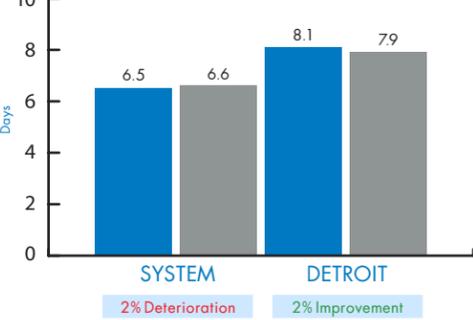
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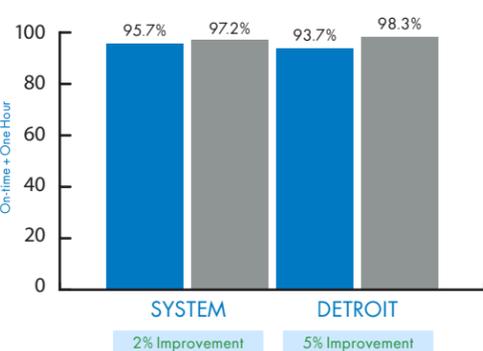
GRADE CROSSING ACCIDENTS



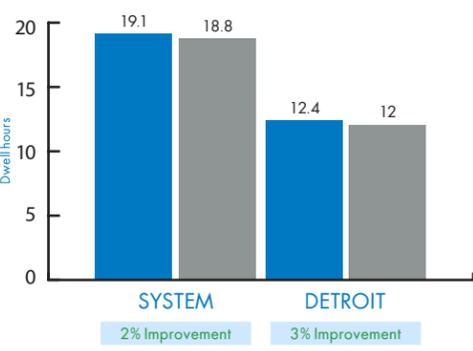
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



Dearborn Steel

By: Kory Johnson, Detroit Terminal Superintendent

DEARBORN STEEL pioneered the Warehouse Management System concept for metals in the 1980s. Their proprietary system for managing inventory has proven time and time again to exceed the needs of the markets they serve. Their physical plant comprises of 34 acres with extensive rail infrastructure. It is located less than 5 miles from the Detroit port facilities and the busiest international crossing to Canada for commercial goods.

They have expanded their footprint to include an outside rail-served yard, as well as more warehouse space where all types of rail cars can be unloaded inside or outside, from the side or above. Over the years the business has evolved into a logistics service operation arranging for rail-to-truck and truck-to-rail transportation services.

“We get about 15 cars daily both empty and loaded but when business picks up we usually take about 30 cars. We warehouse coils and aluminum. The coils are predominantly for the automotive industries. Most of it stays local for the auto facilities. We ship a lot of our stuff to Chrysler,” said Glen Downie, Plant Manager.

“I have been here for 17 years and I have seen a lot of different Conrail people come and go, but for the majority of it, it has been great. We keep day to day communication going and Conrail’s people are always willing to help out. Even when we have problems they make sure to come out and see me and we figure it out. Scott Cyrus and Kory Johnson are extremely helpful and they are extremely down to earth. I really enjoy working with them,” added Downie.

Steel manufacturers use their assets to support their automotive supply chains for steel coil and blanks, as well as other shapes for the building and construction industry. Steel service centers utilize our facilities as a staging area for their own manufacturing operations and generally rely upon us to provide both warehousing and transportation services in support of their own.

“We have about 30 people at our facility and we manage all 36 acres so it’s important that everything runs smoothly. You guys do everything we ask and you go above and beyond. The number one key thing we have is our relationships, and I can’t say enough about the people at Conrail,” said Downie.



North Yard Project Completion

By: Scott Cyrus, Senior Trainmaster

THE NORTH YARD PROJECT was completed in the closing months of 2016. This calculated expansion will greatly enhance our operational efficiency. We can expect to see enhanced storage capacity for our automobile manufacturers and other customers as well. In the past, our North Yard facility allowed us to store approximately 150 cars.

This expansion now allows us to hold an additional 150 cars. With the availability to hold double the original capacity, our customers can expect to have inventory levels to accommodate any loading needs that may arise.

Our inbound freight will now be set-off onto longer tracks, thus reducing train crews switching, building and handling times. By having larger blocks of inbound freight, crews will have fewer tracks to revisit to complete switching duties. Of course, with reductions of time spent switching and handling freight cars we can focus on completing other daily tasks more timely and efficiently.

Also included with this project was the installation of electronically controlled switches. This new switch technology should provide for a more timely and safe switch operation while securing lower maintenance requirements for the equipment. For example, electronically operated switches will alleviate our crews from having to manually throw the switches thus greatly reducing the chance of injury.

These electronic switches are of newer construction with covered internal parts unlike our traditional switches which often needed routine weekly maintenance such as grease and oil. The expansion will reduce our main line congestion by providing clear and lengthy track for our classification yard and inbound/outbound trains.

The greater our track inventory availability is the more fluid we can keep our operations. This will allow us to take in much more inbound freight while also providing more room to build outbound traffic as well.

This investment in the North Yard Project will preserve the integrity of our operations for years to come!

Philadelphia/Mount Laurel

RECEIVING YARD
TRACKS 1-9

Delaware & Susquehanna Model Railroad Club

By: Stephen McGinnis, Communications Coordinator

TUCKED AWAY in Camden County lies the historic town of Haddon Heights, NJ. It is home to less than 10,000 residents and spans only 1.5 square miles, and in its center sits the Haddon Heights train station. Built in the late 1800s, the station was used by both freight and passenger railroads and remains one of the last original passenger and freight stations in the state.

The tracks going along side it are still active, but the station hasn't been used for passenger service since the 1960s. In 1980 Conrail's C&S Department began operating out of the station until 2006. It was at this time that the Delaware and Susquehanna Model Railroad Club began leasing the station as its headquarters. Since then they have embarked on an aggressive restoration project to keep the historic landmark a vital part of life in Haddon Heights.

The historical society has made significant improvements throughout the station, all the while maintaining the exterior main street America look to the building. They were



even able to preserve portions of the original building so that one can imagine how it looked when the last passenger walked off the platform.

Although only a few freight trains pass by the station daily, inside lies a landscape of intricate tracks, signals, and switches. Model trains navigate tracks that replicate existing Conrail territories to the delight of all who bear witness to the magnificent display. When fully assembled, the display spans 28 feet long and 14 feet wide and is controlled manually by remote. The club meets every Wednesday to continue making improvements, discuss upcoming events, and enjoy the company of fellow railroad enthusiasts.



The main purpose of the group is to honor the historical aspects of the railroad, to educate on the historical impact of the railroad and the importance of railroad safety. The group hosts Operation Life Saver events throughout the year as well.

The club hosts a variety of events throughout the year at the station attracting crowds up to 1,000 people. A very unique aspect of their display is that they are able to dismantle it to take part in events at alternate locations. They recently participated in the annual Conrail Christmas party to the delight of all in attendance.

Michigan State Railway Management Class visits Conrail North Jersey

By: Ryan Hill, Director of Design and Construction

IN 2007 Michigan State University's Eli Broad College of Business established a four-week Certificate Program in Railway Management for employees who show potential for professional growth and leadership development in the industry. It is open to all railway and transportation employees and railroad industry suppliers.

The program was developed by MSU Railway Management Program staff, evaluated and improved with Class I and Class II railroad education and training directors, as well as AAR, ASLRRRA, and FRA decision makers, and other railroad industry leaders. Subject matter experts for the program include distinguished railroad and transportation industry leaders and experienced MSU faculty.

The course is taught in four weeklong modules in which critical and topical subjects are covered in a classroom setting with interactive discussions. Module 1 focuses on Railway Regulation, Safety, and the Industry, Module 2-Railway Engineering and Technology, Module 3-Railway Operations and Module 4 wraps up with Railway Business Administration. Field trips are included to aid in practical application. The sites visited include railroad facilities, customers, suppliers, associations, and agencies. This year, for the first time since the program's inception, it included a field trip to Conrail's North Jersey area.

The main purpose for their visit was to get a first-hand look at the rail/port interface and port activity. North Jersey Terminal Superintendent Mo Megali, helped coordinate a site visit to the FAPS automotive facility in Port Newark, located in the midst of the largest and most affluent consumer marketplace in North America. The port provides automotive importers with immediate access to more than 18 million consumers.

"The Conrail visit was amazing and it got the highest remarks from the group in the post-visit survey," said Michigan State's Assistant Director of Executive Development Programs, Nick Little. "One of the students commented that it was wonderful to see that the Conrail people really know how to go the extra mile."

The group was then taken by train from Oak Island, NJ., to the Port Authority ExpressRail Terminal, which processes approximately 1,000 containers from cargo ships to rail daily for transportation throughout the United States and Canada. "The visit to the port was really the highlight; we got to put ourselves in the position of a



container going into a port and how they are loaded on and off the trains and cargo ships."

The group only had time to visit a fraction of Conrail's various areas of operation, but in their short time visiting, they got a glimpse at what makes Conrail truly unique. "The people, Conrail's people have a can do attitude like none other. I always hear them say we can do it when facing a challenge. They also look after each other tremendously; the network amongst each other is amazing. We are very grateful to Mr. Batory and his team for making the visit possible," said Little.

Upon successful completion of the course, the participants gain comprehensive knowledge of activities associated with railroad operations and management. This includes a thorough working familiarity of industry structure, internal operations, financial considerations and customer service requirements that will enable fact-based decision-making, resulting in overall efficiency and profitability.

Connections

Mount Laurel/Philadelphia

Injury-free Years of Service

- Kyle Arnold, Financial Planning Manager, 5 years of service
- Nicholas DeLuca III, Asst. Supervisor C&S, 5 years of service
- Ryan Hill, Director D&C, 5 years of service
- Vincent Milano, Project Engineer, 5 years of service
- Jeffrey Russello, Supervisor Service Delivery, 5 years of service
- Michael DiArenzo, Manager Asset Planning & Administration, 10 years of service

- Michael D'Amore, Electronic Technician, 10 years of service
- Richard White, Electronic Technician, 10 years of service
- Veronica Ingram, Crew Dispatcher, 40 years of service

First Anniversary

- Traci Ohr, Customer Service Representative
- Corey Grzywna, Customer Service Representative
- Andrea Unterbrink, Administrative Assistant

Detroit

Injury-free Years of Service

- James Friedlund, Inspector, 40 years of service
- Patrick Unger, Engineer, 20 years of service
- James Guyton, Foreman, 5 years of service
- Harry Keller, Car Inspector, 5 years of service
- Mark St Aubin, Manager Mechanical Operations, 5 years of service
- James Thomas, Car Inspector, 5 years of service

Retirements

- Frank Foster, 42 years of service

South Jersey

Injury-free Years of Service

- Joseph Devlin, Conductor, 5 years of service
- Timothy Ryan, Track Supervisor, 5 years of service
- Brian Tominovich, Conductor, 5 years of service
- Stephen Cianchetti, Foreman, 10 years of service
- Robert Connelly, C&S Maintainer, 10 years of service
- Steven Koehler, Conductor, 10 years of service
- Scott Manley, Welder, 10 years of service
- Michael O'Malley, Foreman, 10 years of service
- Michael Pyfer, Engineer, 10 years of service
- Rodney Wallen, Inspector, 10 years of service
- James Keenen Jr, Engineer, 40 years of service
- Andrew Toton, Engineer, 40 years of service

First Anniversary

- James Carr, Car Inspector
- Stephen Decker, Conductor
- Thomas Eden, Car Inspector
- Ryan Hughes, Conductor
- Michael O'Malley, Car Inspector

Retirements

- Richard Bresch, 44 years of service
- Patrick Macneill, 42 years of service

North Jersey

Injury-free Years of Service

- Kyle Cabrera, Foreman, 5 years of service
- Dustin Craven, Asst Supervisor Mechanical, 5 years of service
- Julio Gomez, Yardmaster Trainee, 5 years of service
- Coby Mattison, Foreman, 5 years of service
- Jamaal McClintock, Trainmaster, 5 years of service
- Juan Padilla, Conductor, 5 years of service
- Steven Rebelo, Car Inspector, 5 years of service
- Elvis Sanderson Conductor, 5 years of service
- Radoslaw Szulczynski, Carman, 5 years of service
- Ronell Gutierrez, Stevedore, 5 years of service
- Sean O'Malley, Signal Supervisor Maintenance, 10 years of service
- Robert Piccione, Electrician, 10 years of service
- Steven Zigarelli, Conductor, 10 years of service

First Anniversary

- Brian Benitez, Conductor
- Fabio Cancelinha, General Clerk
- Matthew Mancuso, Conductor
- Kelly Rozing, Conductor
- Edward Stukel, Conductor
- Mathew Tavares, Conductor
- Christopher Wallace, Conductor

New Hire

- Fredrico Lopez, Stevedore
- Arnel Manlulu, Stevedore

Retirements

- Clifford Andrew, 45 years of service
- Paul Richter, 45 years of service
- Michael Rohatsch, 43 years of service
- Terry Schneider, 43 years of service
- Richard Pierson, 40 years of service
- Paul Vanjura, 40 years of service

Connections

Ryan Hill MTL/PHL

By: Stephen McGinnis, Communications Coordinator

CONRAIL DIRECTOR of Design and Construction Ryan Hill recently passed the rigorous Principles and Practice of Engineering exam to earn the distinction of being a Licensed Professional Engineer (PE). Hill graduated in 2009 from Rutgers University in New Brunswick, New Jersey, with a degree in Civil Engineering. He joined Conrail's Engineering Department in 2011 as a Project Engineer. Working in the field made Hill eligible to take the PE license exam.

"You have to get a four-year degree in Engineering, and then spend four years in the field to qualify for the exam. Once I completed the field training, I took the exam in October and found out right before the holidays that I had passed," said Hill.

In addition to the four years of post-graduate full-time work experience, prepping for the exam requires as much as 200 hours of study. "I spent about six months preparing for the exam, so I am extremely thrilled and relieved to have passed the exam," said Hill. He accomplished the demands necessary to pass the exam, all while fulfilling his daily responsibilities at Conrail, as well as participating in the Michigan State Railway Management program.

Hill is responsible for reviewing all capital projects, new yard tracks, as well as requests from outside contractors to perform any work that is involved with real estate owned by Conrail. "We work with all of our customers concerning their sidetracks and a lot of third party agencies that need to do work on our property. The most important thing is protecting the railroad and its employees. Safety is our top priority," said Hill.

The PE license gives Hill more credibility in his field and now authorizes him to review and sign off on any construction projects that Conrail may want to conduct in the future, as well as approve requests from outside parties.

Allen Richter

By: Stephen McGinnis, Communications Coordinator

THE ASSOCIATION of American Railroads (AAR) announced the 2016 recipient of the Holden-Proefrock Award. The award is given annually to individual and railroads operating in the hazardous materials fields.

Allen Richter, Assistant Manager of Risk Management, was awarded this year's Holden-Proefrock Award. Since joining Conrail in 1995, Richter has built a strong rapport and trust with the emergency first responders in the communities where Conrail operates. His accomplishments include: working as a powerful and charismatic instructor to first responders, contributing to the AAR Tank Car Committee and the AAR Hazmat Committee through his vast knowledge of tank cars and hazardous materials regulation and demonstrating environmental excellence through successful coordination of asbestos surveys and abatements. Richter was also a Senior Inspector with the Bureau of Explosives (BOE) for nearly 15 years.

The Holden-Proefrock Award is named in honor of Roy Holden, a former AAR employee and an innovator in tank car design and safety, and Art Proefrock, a former Hulcher Emergency Services employee who pioneered hazardous materials transportation emergency response.

Richter's talents and experience in the field have played a pivotal role in Conrail's operational success over the years and it hasn't gone unnoticed by his peers and those in the communities he has helped train.

"He is invaluable to Conrail and has knowledge of hazmat regulations and rules. The relationship he has built with the first responders, is invaluable. Allen donates his personal time, nights and weekends, to train first responders. He is a leading expert in the industry with his tenure in the field. He has worked really hard throughout the years to build these relationships with first responders, communities, and agencies," said Neil Ferrone, Chief Risk & Regulatory Compliance Officer.

It is a very well-deserved award for 35 years of service in the hazmat industry.

Richter was honored to be recognized by his peers in the industry and to be counted amongst those who were recognized before him.

"I am humbled to receive the award because of the people who it was named after and the previous recipients of the award. They are all people I respect in the industry and to be a part of that group is an excellent feeling. It's an incredible experience. It's like winning the Green Jacket at the Masters," said Richter.



Darryl Simmons

By: Stephen McGinnis, Communications Coordinator

CONRAIL NORTH JERSEY Engineer Darryl Simmons dedicates most of his free time to coaching several youth football and basketball teams in East Orange, NJ. He started coaching in 2011, and since then, his teams have won four football championships, and in his first year coaching basketball his teams have won two championships.

The glory of winning is not what drives him to coach, but rather the impact he has on the children he coaches that he truly loves.

"You learn real quick that you have to be a role model for these kids. They will come to you with more and more things outside of sports than you may be accustomed to, they will talk to you about anything. They have come to me about their grades, home life, friends, and you have to be strong enough to deal with it," said Simmons.

"Anywhere you go, you're going to have kids with something going on in their lives. But we have a great group of kids. We have some that come from fatherless homes, a few from foster home and my fellow coaches and I become father figures to some of the kids," he added.

Simmons is no stranger to leading his troops on the gridiron; he served as a Military Police officer in the United States Marine Corps and served in Operation Desert Storm. He uses some of the tactics he learned not to win games, but to lead and communicate with his young players.

"All of the kids I coach respond to different things, you can't treat everyone the same. Some kids might respond to getting yelled at, but others you might turn away from the game by yelling at them. Using what I learned in the Marines not only helps me handle leading my players, but also with their parents as well," said Simmons.



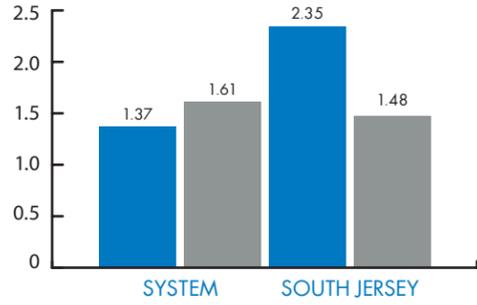
As Simmons continues to lead his players not only on the field but off it as well, there are a few things he would like to see more of as the seasons continue. "We always like to see the parents get involved. It not only helps us as coaches but the kids really enjoy when their parents are part of the team and everything we are doing. The more participation we get, the more fun it is for everyone and that's really the most important thing, that the kids have fun."

South Jersey Shared Assets Area

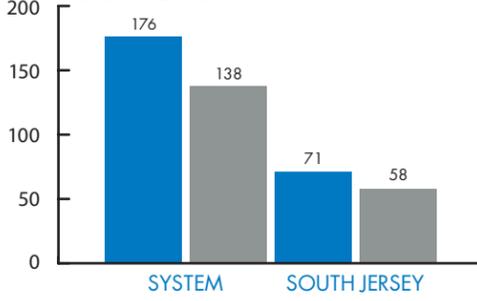
SOUTH JERSEY SAFETY AND PERFORMANCE METRICS

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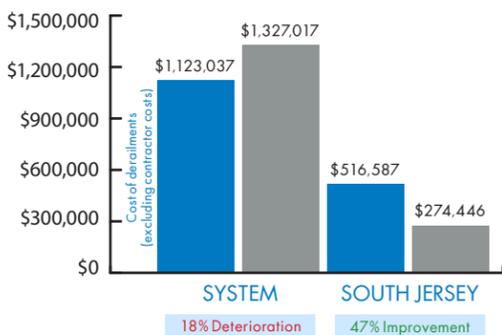
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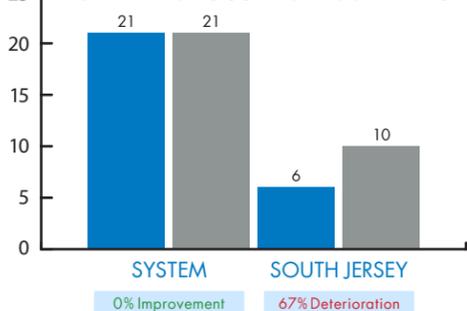
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DERAILMENT COST



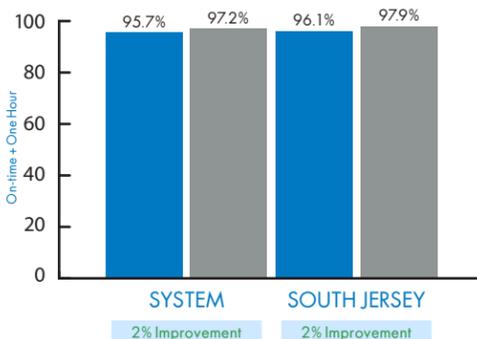
GRADE CROSSING ACCIDENTS



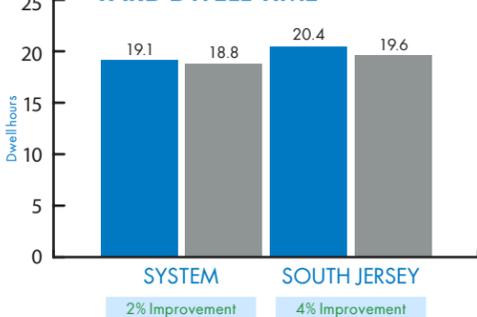
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



Advanced Lubes

By: Mel Little, Trainmaster

ADVANCED LUBRICATION SPECIALTIES in Philadelphia, PA, is a premium blender of automotive, heavy-duty diesel, industrial, commercial, metalworking, electrical insulating, and process oils. Founded in 1984 as the Junell Corporation, it has been servicing the petroleum industry for almost thirty years.

In 2004, Advanced Lubes initiated a multimillion-dollar expansion project to further enhance their blending operations and increase capacity. The expansion increased the facility to over 115,000 square feet, 105 blending and storage tanks and over 1.2MM gallons of storage.

“We really operate by sales and are a sales driven company. We are a blender, compounder and manufacture of lubricants. We take raw materials and make products used in motor oils, hydraulic oils, gear oils and transmission fluids. We do current standards oils and we ship to South America and the Middle East,” said Plant Manager Ron Koenig.

Advanced Lubrications facilities house between 120 to 130 tanks, each capable of holding 36,000 gallons of material. On a day-to-day basis, Conrail delivers about five cars every day, allowing Advanced Lubes to move 120,000 gallons a day and 2 million gallons a month. Those numbers are only going to increase, Advanced Lubes recently acquired a neighboring warehouse that will increase their rail capacity by 13 cars.

“I get cars that come in from NS and CSX, we get base oils from Texas, Canada and our additives come from Texas and Illinois. You are looking at 2-3 weeks of travel time, and by the time it becomes available we get it. We are able to hold 14 cars at our facility. As soon as I request my cars I get them,” he added.

“We have a very good relationship with Conrail. They always help me out, I have a good relationship with the trainmasters. They really work well with us. If I’m in a jam and really need cars, they make sure I get what I need.”

As a service-based company themselves, Koenig can truly appreciate the importance of customer service and satisfaction.

“We haven’t had any problems once Conrail gets the cars. Your customer service is great, they helped take care of some routing issues I was having in the past, and I haven’t had any problems since. Conrail’s service and people are great. We have to take cars specific ways because of our pumps, and everyone at Conrail always accommodates us and is very helpful,” Koenig added.



Shortline Railroads

By: Stephen McGinnis, Communications Coordinator

CONRAIL, WITH the support of CSX and Norfolk Southern, provides an efficient freight rail network committed to safety and customer service, but our continued success is contingent on many other organizations as well.

Shortline railroads, whose designation by the Surface Transportation Board (STB) is a Class III carrier (which includes terminal and switching lines), by far make up the bulk of railroads across the country today.

Conrail interchanges with 11 of the 15 New Jersey shortlines and two Pennsylvania shortlines who contributed to 9% of Conrail’s car volumes in 2015. To show their support for their successful relationship, Conrail recently invited representatives from each respective railroad to convene in Mt. Laurel, NJ to discuss the potential for future growth.

“We want to continue to work together with our shortline partners to increase not only our business, but theirs as well. The meeting was a way to show them we are here to assist them in any way we possibly can,” said Rodney Gordon, Assistant Superintendent of Operations.

“This was the first time we have had everyone in the same room in a long time, and it was really great to get to hear different opinions on what has worked and what hasn’t over the years. Everyone in the room could relate to one another and provided a great amount of insight into the various ways we can continue to assist each other. It’s important to do things like this; it shows how truly committed you are to everyone in the room’s success,” he added. “Face to face communication is pertinent to our ongoing business partnership we have with the short lines we interchange with, and this meeting showed that we really will do whatever we can to help them in any way.”

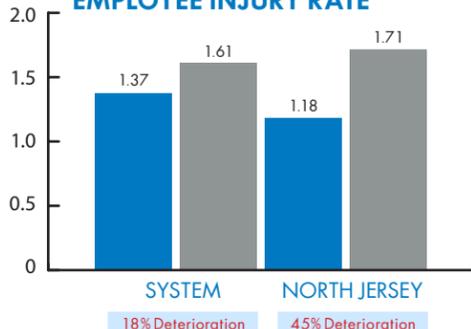
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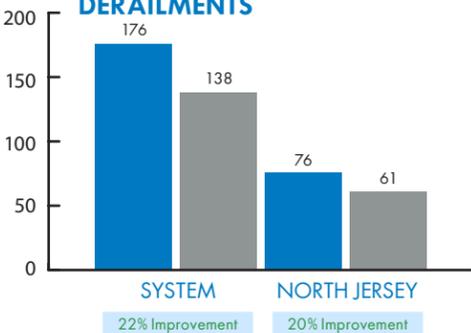
NORTH JERSEY SAFETY AND PERFORMANCE METRICS

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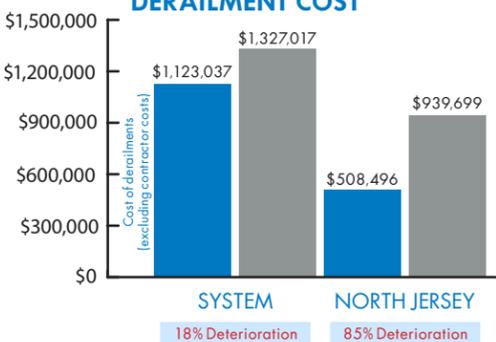
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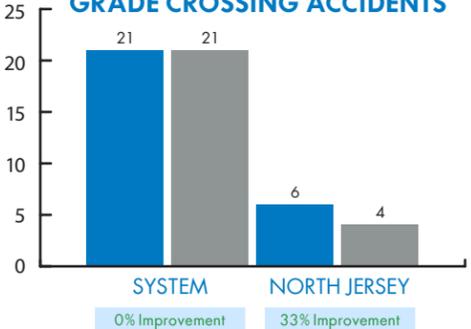
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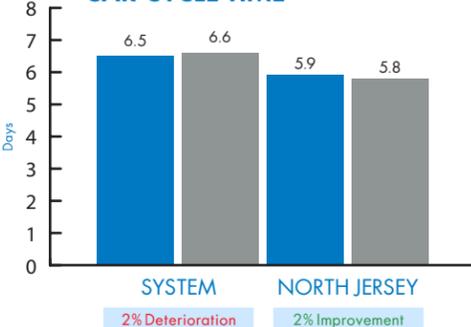
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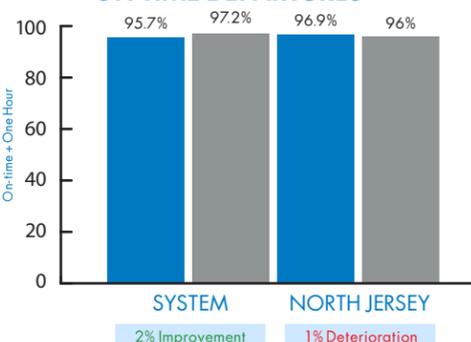
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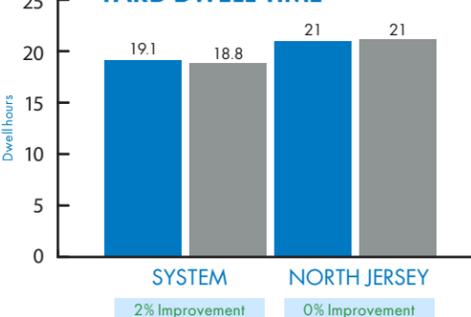
CAR CYCLE TIME



ON TIME DEPARTURES



YARD DWELL TIME



Somerset County Table Top Exercise

By: Steve Hart, Assistant Manager, Risk Management

EMERGENCY SITUATIONS on the railroad are infrequent and rare, but in the off chance that they happen, it is good to have a well thought out and tested plan to react to and resolve incidents that might occur. Conrail spends a lot of time and effort constructing emergency response plans that cover both the broad and specifics to railroad and hazardous materials incidents. Once the plans are completed, our people are trained, and both the plan and the people are tested using a scenario-based exercise called a "Table Top."

A table top is a scenario-based exercise that is conducted over an accelerated simulated timeline. Each scenario is custom built using the territory and commodities which are relevant to our area. Fire and Police departments, emergency management coordinators, public officials, local industries and the railroads are all invited to participate and see how their plans fit into a simulated incident.

For the Somerset County Table Top Exercise held in October at the Somerset County Fire Academy, Conrail teamed with Norfolk Southern and CSX to host the scenario. The host railroads contracted with Compliance Associates Incorporated to facilitate the event. The basis of the event was a multi-train derailment and hazardous material release that involved all three host railroads and American Water of NJ.

The exercise started with a safety briefing and introductions around the room. Each person was placed into a group that functioned as part of the National Incident Management System.



These groups would later work together to solve problems, organize logistics, plan on operations, and research the commodities involved in the incident.

Once everyone was settled in their group, the projectors came to life with the first notification of the incident. There was a multi-train derailment and an unidentified commodity released into the water. All of the teams sprang into action feeding information to the incident command team for high level decisions. The table top facilitators assigned some of the railroad representatives as roll players to act as the train crew and concerned citizens.

With each passing minute, the scenario would change causing plans and logistics to be altered in order to adapt to the incident. As the exercise progressed, the once quiet room became so loud with ringing phones, conversations about plans and car numbers that it became difficult to hear the facilitator giving instructions over his loud speaker.

Every so often, the designated Incident Commander would call for a briefing with the leaders of each group to determine if the planned actions and

results were being met. After the conference the group leaders would come back to their tables to disseminate the plan just in time for the incident to change again. The pace of the incident did not let up, and it showed each participant that scenarios and plans can change in a heartbeat, and they should be ready to change with them.

The exercise concluded with the Incident Commander giving a briefing to the exercise participants; and the Public Information Officer issuing a press release to the room advising on the status of the incident, and what the plan was going forward.

After the press release, the exercise was called to a close and everyone participated in an after action review. Each section leader had something to say about what went right and what could have been improved upon. All of the participants left with notes about the lessons they learned, but the most important thing learned was people putting names to faces. One of the most repeated comments at these events is, "It's better that we are meeting each other for the first time here, then at an actual incident."

Woodhaven Lumber

By: Mo Megali, North Jersey Terminal Superintendent

WOODHAVEN LUMBER & MILLWORK was founded in 1977 by James T. Robinson. Alongside his sons Alan and David, the family-run business has expanded from only a handful of employees to over 250 dedicated team members. Not only have they increased their work force, but they have also drastically increased the size of their operation.

One of the most significant expansions was when they acquired their Lakewood facility in 1996. The 38-acre site provided for an extensive lumberyard including two rail sidings which enable them to receive lumber, sheet goods and other products direct from the mills in rail-car quantities.

The location's 175,000 square foot building was not only ideal for warehousing but also manufacturing building products that include trusses, millwork, stairs and railings all produced in Lakewood.

With the ability to now receive more rail service, their operation flourished even more. In 1997, Woodhaven established its first dedicated Kitchen & Design Center followed soon thereafter by a Flooring Department. Today, the Kitchen and Flooring Centers encompass over 12,000 square feet of showroom space within four convenient locations. These changes along and many others, have enabled Woodhaven Lumber & Millwork to grow.



Message from The Chlorine Institute President

Dear Conrail,

THANK YOU for the time and energy you put into making our 2016 emergency preparedness events so successful! It was an incredible year of activity for chlorine outreach to first response organizations through CI sponsored TRANSCAER® events across the U.S. and Canada with over 1,200 students trained at 15 locations. In addition we continued to train our member company teams at CHLOREP training events. We appreciate your dedication to these training days and they are only possible because of instructors like you and the support of this effort by your organization, Conrail. Your time is valuable and the members of The Chlorine Institute are very appreciative you chose to invest your time and share your knowledge with attendees at CI sponsored emergency preparedness activities.

As producers and shippers of chlorine, our members recognize a responsibility to be prepared and to assist communities in preparing for an effective emergency response should an incident occur. We can all take comfort in the result of the efforts in 2016, which have clearly resulted in better prepared company and community responders.

We plan to continue the important work that was done in 2016 in the new year. Thank you for your commitment to the CI and TRANSCAER® mission which has allowed our industry to meet its responsibilities to the communities in which we operate or ship product. I hope we can count on your continued commitment in the future.

Sincerely,
Frank Reiner
President, The Chlorine Institute

Frank Thomson and Women's Aid Scholarships

CHILDREN OF CURRENT and former Conrail employees are eligible to apply for the Frank Thomson and Women's Aid Scholarships. The scholarships are available to students who are pursuing undergraduate studies at accredited four year colleges and universities. Awards are based on academic ability and financial need. Applications should be mailed to:

Chairman/Selection Committee
Frank Thomson/Women's Aid Scholarship Program
P.O. Box 95
Broomall, PA 19008

William Dale Murphy Memorial Scholarship

DEPENDENT CHILDREN of Conrail employees are eligible to apply for the Murphy Scholarship. The scholarship is available to students who are pursuing undergraduate studies at an accredited college or university. The Scholarship is a one-year award. Awards are based on academic ability and financial need. Students can apply online by visiting:

<http://www.pittsburghfoundation.org/scholarship/1552>

Applications can also be mailed to:

Selection Committee
W. D. Murphy Memorial Scholarship Fund
c/o The Pittsburgh Foundation
Five PPG Place, Suite 250
Pittsburgh, PA 15222

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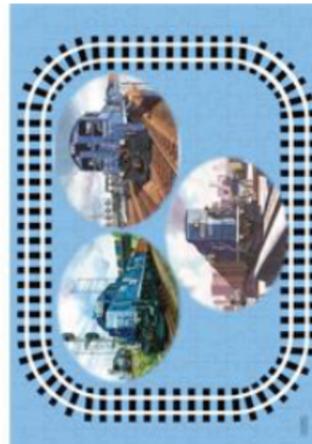
Conrail Corporation
1000 Howard Boulevard
Fourth Floor
Mt Laurel, NJ 08054

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Conrail news for you.

Conrail has commissioned two limited edition items to celebrate the Company's 40th Anniversary



Conrail Train Puzzle

Puzzle graphic includes three different watercolor paintings of Conrail trains out of Delair, Newark and Detroit.

Number of pieces: 200
Finished puzzle size: 11 x 16
Matching box size: 5" x 4" x 2"



Crystal Arch Paperweight

The paperweight depicts a Conrail Train against the Philadelphia skyline along with the 40th Anniversary dates.

Size: 5-3/4" w x 3-1/8" h x 1-1/8" d

A link to the store can be found on Conrail's website, www.conrail.com under About Us.