



Moving Forward

2021

Message from James Bonner



News for Customers, Employees & Friends of the New York & Atlantic Railway



Just about a year ago, I wrote in this column that our railroad had the resources and the determination to see our way through this pandemic.

I am happy to say that has proven to be correct, as we all cautiously return to a more normal routine. Following an initial decline in business, traffic has returned and, happily, we've been able to return to full employment at NYA.

I can't possibly express adequate appreciation to all our employees. They came to work and did their jobs in the face of uncertainty and personal risk. When it wasn't possible to report for duty due to the effects of COVID on them or their families, they returned as soon as it was safe to do so.

Despite the disruptions of the past year, we marked some notable successes, and we continue to invest in our track and equipment to assure excellent service.

We are providing a significant new

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ELM Global Logistics Opens New E-commerce Supply Chain with NYA

Who would have thought a year ago that the demand for paper would skyrocket?

Unless you had predicted that the global pandemic would compress years of e-commerce growth into just a few months, you probably didn't anticipate the sudden boom in demand for rolled and palletized paper.

"Suddenly everyone wanted what they have been getting at stores to arrive on their doorstep in a cardboard box," says ELM Global Logistics President Bill Conboy.

The dramatic rise in packaging paper shipments happened to coincide with space becoming available in ELM's half-million-square-foot Brentwood warehouse. The facility has dock capacity for 15 rail cars and 75 truck bays. It's a perfect location for paper receivers who need quick cross-dock service to meet just-in-time demands, or storage to hold inventory that can be held for delivery as needed.

Paper is purchased like most other commodities—at the lowest possible price. Sources can change quickly. ELM



Paper shipments can be quickly moved across the dock for truck delivery, or into warehouse storage on site.

Photo by Wayne Galeano, ELM Global Logistics

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can handle paper from virtually any location in North America because the warehouse is served by NYA, which has easy connections to the entire rail network.

With the congested highways and environmental concerns in the greater New York area, rail gives shippers a greater advantage. NYA moves ELM paper quickly and efficiently by train

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service—coordinating last-mile delivery of rice and tomato paste—to our long-time customer New Haven Distribution. For ELM Global Logistics, we've played a key role in developing a rolled-paper supply chain that has boomed as the result of rapid growth in e-commerce, driven by demand for packaging materials. In this issue, you can learn more about how these customer needs were creatively met.

Our capital investment program this year is robust, with four major rail renewal projects and the complete rebuilding of two locomotives.

I'm incredibly proud to be a part of this team, and I look forward to continuing the great work of moving freight safely, efficiently, and sustainably for our loyal customers.

James Bonner
President
New York & Atlantic Railway

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New York & Atlantic Railway

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NYA Becomes SmartWay Partner

Recently, New York & Atlantic became a certified partner of the U.S. Environmental Protection Agency (EPA) SmartWay® Transport Partnership.

Developed by the EPA, SmartWay is a collaborative framework involving industry stakeholders and environmental groups to track and reduce emissions and fuel use in the transportation sector.

All six of Anacostia Rail Holdings (ARH) short lines are now SmartWay partners. Since 2011, ARH and its subsidiaries have invested \$38 million on

modernizing services with lower-emissions locomotives.

"I am proud of our team," said Peter Gilbertson, Anacostia Chairman and CEO. "They have performed a leadership role in the railroad industry to address issues involving the environment and sustainability."

According to a study done by the EPA, railroads emit ten times less greenhouse gas emissions than trucks.

"Railroads are cleaner and up to four times more efficient than trucks," Gilbertson said. ♦

Anacostia On the Move

by Eric Jakubowski

Vice President & Chief Commercial Officer, Anacostia Rail Holdings

Collaboration



My smiling face appears on the Anacostia home page because I was appointed to the Surface Transportation Board (STB) Rail-Shipper Transportation Advisory Council (RSTAC).

Why should this matter? I believe, quite simply, there are two very important reasons.

First, we need many more opportunities for rail carriers to interface candidly with their shippers about service performance, long-term trends, and mutual pursuit of opportunities. Kudos to the STB for assembling a very broad constituency of members who have committed to share their issues and concerns in the spirit of identifying patterns and solutions. The STB has five board members now. They are all involved in our bi-weekly calls, and they ask pertinent questions as we all present status of operations updates.

Second, the logistics landscape is

changing even more quickly in response to hard lessons learned from disruptions due to COVID. We have to share more data, success stories, and provide color to the forecast for the months ahead. I believe we are all less sure of what to expect from our economy, but are keenly aware that transportation channels will be expected to deliver no matter what the pace.

RSTAC is a revolving commitment built around the perspectives of short-lines, Class 1's and shippers of all sizes and industries. There is no other forum like this that I am aware of where regulators can hear compliments, concerns, and challenges laid out by representatives who do so professionally in a constructive dialogue. NARS and the regional associations regularly host quality meetings that advance the pending agenda before all of us. I believe the Charter of RSTAC takes that one step further by supporting a balanced and representative set of voices willing to speak up for the freight providers/users of this country. ♦

Seamless Last Mile Distribution

When there's food in the supply chain, requirements for security, reliability, and visibility immediately rise. When that supply chain serves a market as big and congested as the New York metropolitan area, the challenges multiply.

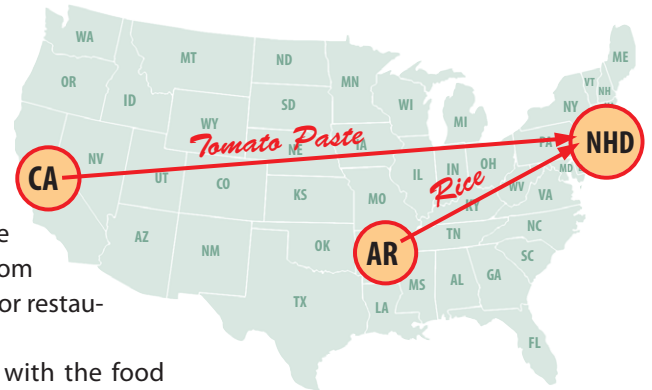
Highways packed with trucks and cars, limited space for warehousing, and the speed with which inventories can be depleted create a need for seamless service that doesn't sacrifice efficiency for speed.

NYA has proven again that it is a vital participant in this environment. Most recently, we've teamed up with our valued customer New Haven Distribution (NHD) to combine the efficiencies of long-haul rail transport with the speed of last-mile truck delivery.

In this case, the food products are tomato paste from California and rice from Arkansas bound for a major restaurant supplier.

Together we worked with the food providers to coordinate rail delivery to NHD's 28-door cross-dock facility, where the products are quickly transferred to truck for final delivery. Shipments of these food products are expected to total more than 400 railcars this year, removing more than 2,000 long-haul trucks from the region's highways.

This service is working because of NYA's Shipper Connect. The app provides good visibility into the status of the shipments as they move by rail.



"Most of our business with NYA can be easily managed online," says Bill Schiffer, NHD president. "Plus, equipment turnaround at NYA allows us to offload products and make it available to our customers quickly."

Reducing highway congestion, slashing CO2 emissions, and improving supply chain efficiency with freight rail service are good for our community, and improve the competitive posture of area companies like NHD. ♦



PTC Deadline Met

After a lot of hard work, we were able to meet the federally mandated deadline for the implementation of Positive Train Control (PTC) by December 2020.

Our mechanical department—especially Chief Mechanical Officer Robert Wullschleger—deserves a lot of credit for our PTC project. At the beginning of the PTC conversion following the Rail Safety Improvement Act of 2008, there were a lot of challenges and unknowns—mainly readiness of available technologies. Being a tenant of another railroad presented a different set of concerns.

In the end, we worked with the Long Island Rail Road and a team of capable contractors to install a system that met the PTC core requirements of preventing: (1) train-to-train collisions; (2) over-speed derailments; (3) incursions into established work zone limits; and (4) movement of a train through switch points left in the wrong position. ♦

Good Track Getting Better

Four significant track improvement programs will support continued safe operations in the communities we serve.

"Our track has never been in better shape," says Roadmaster Israel Linares who is supervising this year's projects. Still, he says, "These projects are important for continued reliable operations and for the safety and convenience of everyone who lives and works in our service area."

Most of the work will be done this summer, including:

Fresh Pond Terminal Zone

The biggest project of the year will see the rebuilding of our two main interchange turnouts and about 300 feet of track with 136 lb. rail. This key location connects NYA with CSX, P&W, and the



Long Island Rail Road, as well as providing access to major customers. There is a planned weekend service outage that will be coordinated with affected customers.

Morgan Avenue Crossing

This busy at-grade street crosses the NYA two-track line. Track and pavement will be completely replaced over a weekend, and new wiring will upgrade the performance of traffic control devices.

Maspeth Avenue Crossing

NYA crosses this street with six tracks, all of which will be upgraded to 119 lb. rail. Two turnouts will also be renewed. The week of work will be staged so that highway vehicles can continue to cross NYA, though rail service will be suspended. The project will help alleviate flooding that sometimes occurs here.

Fresh Pond Wye

Completion of a renewal program that started last year will see replacement of rail, two frogs, and some switch components in the west leg of the wye. Flooding issues will also be addressed with this project. ♦



Locomotive Rebuilding

By early 2022, NYA customers will be enjoying even more reliable and efficient service, supported by four rebuilt MP15AC 1,500 horsepower road-switchers.

Two units (155 and 159) have already been rebuilt, and the other two (151 and 156) are scheduled for their overhauls at the MEI facilities near St. Louis, Missouri.

"The rebuild program is extensive," says Chief Mechanical Officer Rob Wullschleger. "We're doing work on the main generators, auxiliary generators, microprocessor systems, electrical controls, heating system, and windows—plus we are adding air conditioning to the cabs."

The two units already in service are proving their value with higher reliability and even a modest increase in tractive effort, thanks to the new microprocessors.

These four units are part of our 10-unit fleet equipped with PTC for compatibility with our operations on the Long Island Rail Road. ♦



First responders gained first-hand knowledge for safe and effective response on railroad properties.

2021 Safety Training

During the first two weeks of May, the FDNY Special Operations Command (SOC) returned to the East New York tunnels to simulate a mass casualty event with the assistance of our railroad.

For this second post-COVID drill, FDNY utilized existing decontamination protocols to keep first responders safe from the effects of COVID, or other simulated airborne pathogens. Additionally, this exercise is the first large-scale drill to include the SOC Rebreather Unit following up the initial response from engine and ladder companies.

The unit's specialized equipment scrubs carbon dioxide from the user's breath, enabling them to travel farther and work longer at an incident scene

beyond the reach and capabilities of Self Contained Breathing Apparatus (SCBA) gear worn by line companies.

In September, NYA will host the return of the "Safety Train" to provide hazardous materials responders with hands-on technical training. Events are planned for Brooklyn, and Nassau and Suffolk Counties, affording HazMat teams in the outer boroughs the same in-depth technical training provided to FDNY's HazMat 1 in 2016.

This year also marks the first appearance of the Safety Train in Bay Ridge. This provides FDNY units covering incidents at the NYNJ Railroad with HazMat awareness training, knowledge, and information regarding rail cars, placards, and railroad hazards should they be called to an event. ♦

ELM Global, Continued from Page 1

into the warehouse so that trucks are required only for relatively short deliveries to nearby paper processors.

The relationship between family-owned and -run ELM and NYA stretches back to 1997 when the first shipments were paper rolls received by rail for a large Long Island newspaper. The two companies share a common commitment to excellent customer service.

"Sometimes, a customer has a sudden last-minute need for a shipment arriving by rail," Conboy says. "In those

instances, we call the railroad's John Whalen, Doug Hahnel, and Jeff Huelstrunk and, usually, they can provide quick delivery of a needed car from their nearby Pine Aire yard."

NYA provides a complete service that Conboy appreciates.

"They have access to our facility at night, which is when they regularly drop and pull cars, spotting them as we need," he says. "It's a very fluid operation that meets the requirements of our customers." ♦

Right: Loading dock track accommodates excess height rail cars.



NYA Supports the Community



Timely delivery of PPE helped ambulance crews as COVID spread

Coming to the Rescue of First Line Responders

During the start of the pandemic, we reached out to the Ridgewood Volunteer Ambulance Corps (RVAC) with a cash donation and 400 personal protective equipment suits. These gifts helped ambulance crews interacting with patients potentially infected with COVID-19 and other diseases.

Commanders of the unit said they had been trying to acquire the protective suits for two months and had only been able to secure between 50 and 80 total. Our donation of 400 was timely and appreciated—and covered by the local media.

Our railroad is always happy to lend a helping hand to our neighbors. Here are some of the ways we reached out during the past year.

Expanding the College Scholarship Program

In 2020, NYA awarded college scholarships to high school seniors Julia Komorowski and Matthew Perez from Farmingdale High School.

This year, the program is opening up to Queens-area schools as well. The scholarships are well-deserved and appreciated.

Contributing Our Executive Expertise

In addition to monetary donations, NYA also contributes the time and talent of our staff.

NYA Vice President Marlon Taylor was named to the Queens Chamber of Commerce Transportation Committee. The committee works to educate Queens County and local businesses about issues, changes, and new proposals for all methods of transportation in and out of Queens and the Greater New York Area.



Marlon Taylor

President James Bonner has joined the boards of Island Harvest, Vision Long Island, and the Traffic Club of New York. He also serves on the UJA Building Materials Board.

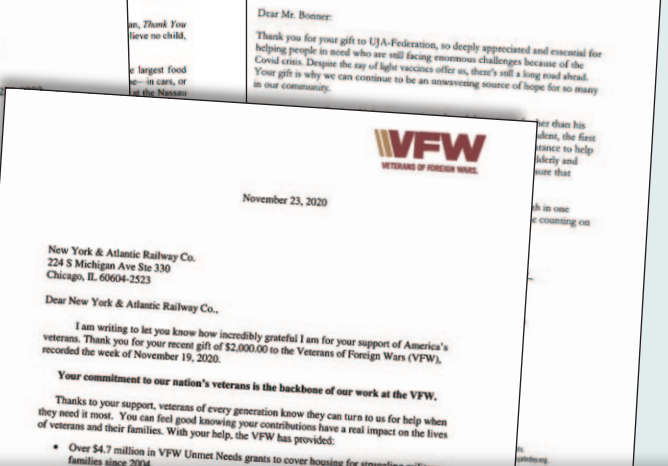
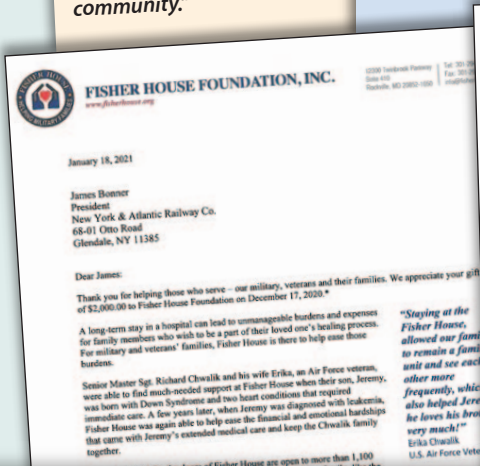
"Thank you for your gift...so deeply appreciated and essential for helping people in need who are still facing enormous challenges because of the COVID crisis. Despite the ray of light vaccines offer us, there's still a long road ahead. Your gift is why we can continue to be an unwavering source of hope for so many in our community."

"Thanks to your support, veterans of every generation know they can turn to us for help when they need it most. You can feel good knowing your contributions have a real impact on the lives of veterans and their families."

"This past year has been especially difficult for many due to COVID-19. We have seen a tremendous increase in the number of people who were impacted severely by the virus. We remained open six days a week, serving over 100 families per day."

"... cannot tell you how appreciative I am for the opportunities this scholarship will give me. I will be attending the University of Delaware in the fall with a major of civil engineering thanks to your help and support."

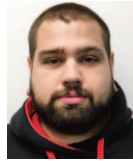
"In recent weeks, [emergency response] efforts have included some of the largest food distributions in Long Island history. From the more than 11,600 families who waited on line—in cars, or on foot—to receive much needed food from us at malls in Massapequa and Bay Shore, and at the Nassau Coliseum—thank you for helping us to help them."





Employees of the Month

NYA congratulates and thanks our Employees of the Month over the past year for their accomplishments and teamwork.



April 2020
Jeff Huelstrunk



May 2020
Steve Cobo



June 2020
Alan Acevedo



July 2020
Daniel Ponce



August 2020
William Bagley



September 2020
Jesse Santos



October 2020
Otto Porres



November 2020
Robert Savino



December 2020
Phil Preeo



1st Quarter 2021
Thomas Caliendo

Milestones

NYA employees celebrated the following milestones through May 2020. We thank you for your service.

Anniversaries

15 years
Ubaldo (JR) Ortiz

5 years
Brian Day
Thomas Capobianco
Andrew Hamrlicek
Jeffrey Huelstrunk
Karim Mostafa
Philip Preeo
Rommel Primus

1 year
Najee Okomba

Promotions

Jeff Huelstrunk
Assistant Trainmaster/
Rules Examiner

Israel Linares
Roadmaster

Raul Sanchez
Trainmaster

New Hires

Tyler Gomes
Yard Qualified
Conductor

Kyle Kramarcik
Yard Qualified
Conductor

Srdan Pribic
Locomotive
Technician

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If you can't understand the headline on this article, ask NYA Engineer and U.S. Navy veteran Robert Savino. He served as a cryptological technician and—even though his naval career ended some 20 years ago—he can still read and send Morse code.

This year Savino will mark 19 years with the railroad. He also serves as union chairman for the Brotherhood of Locomotive Engineers and Trainmen (BLET) Local 269 since 2013.

"I've made it my career," he says. Though his work as an engineer involves significant responsibilities and constant attention to the safe operation of the trains, he enjoys having met many great people through his career.

"That's the best aspect of my job," he says.

Recently, he has been working regularly in the Fresh Pond Yard, switching cars, and making up trains for our road crews.

"The most challenging aspect is handling the tonnage involved," he says. "You have to have patience to start and stop each movement properly. It keeps me busy, and the days go by very quickly."

With two children—one entering high school and one just finishing—Savino also has a busy home life.

"I'm grateful we've all made it through the past year in good health, and I'm proud of what my kids have accomplished," he says.

Savino says he's in railroading to stay, and he looks forward to a continued safe and satisfying career.

Oh, and that headline is: **Go Navy!** ♦

