



Moving Forward

2022

Message from James Bonner



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



Despite the general turmoil in the world, there are several reasons for the optimistic outlook that prevails at NY&A.

First, our team continues to put safety first while keeping a laser focus on customer service. You'll see how that works in the real world when you read about our success supporting the start-up of rail shipping at Cooper Recycling (the article appears on this page).

Then there is the soaring demand for our efficient, sustainable transportation. The rapid demographic changes of the past two years have resulted in rising construction on Long Island as at-home workers convert existing space or build new offices into their homes. We are moving critical building materials inbound and demolition waste outbound, removing significant truck traffic volume from the region's roads.

We benefit local business, too. Shippers are increasingly looking for supply chain options as the driver

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Cooper Recycling Creates Greater Environmental Benefits with New Rail Service

Cooper Recycling is focused on improving the region's environment by recovering up to 95 percent of the construction demolition debris received at its Brooklyn processing facility each year. With 1 billion pounds processed annually, that's a big commitment.

It was natural that the company looked for ways to reduce the carbon emissions associated with the movement of this material.

"Rail is by far the most efficient mode of transportation for freight," says William Cooper, director of business development for Cooper Recycling. "The fact that rail greatly reduces carbon intensity is kind of a no-brainer," he says.

What wasn't so easy was moving through the oversight process necessary to convert from truck to rail shipping. Though challenging, Cooper says regulatory approvals are a routine part of operating a business in the waste disposal industry.

For that, Cooper Recycling needed a transportation partner as committed as it was to converting a significant volume of outbound truck traffic to rail. It found that partner in NY&A.



New rail service at Cooper Recycling removes 20 to 25 trucks from the area's congested roads each day, and rail volume is growing.

Photo courtesy of Cooper Recycling

"We were greatly helped by the entire team at NY&A," Cooper says. "They have been integral in so many ways—from working together with our neighbors and regulators, to providing critical insights into the rail industry."

After several years spent navigating the various regulations required to start shipping by rail, service was inaugurated in September 2021. Since then, movement of the outbound rail shipments—handled in 6,400-cubic-foot

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shortage and soaring fuel prices make truck transport less and less attractive.

Tying all this together is our successful negotiation with the Brotherhood of Locomotive Engineers and Trainmen (BLET), resulting in ratification of an agreement that runs through 2026. We are happy to have an agreement that will benefit all parties.

Despite the establishment of this agreement, we are not relaxing our efforts to attract and retain workers. Years of superior customer service and safety continues to create high expectations from our customers for our railroad and our workforce. We are dedicated to protecting this reputation—of which we are rightly proud.

James Bonner
President
New York & Atlantic Railway

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If the Career Fits...

"Railroading isn't for everyone," acknowledges NY&A President James Bonner. "But for some, it's a perfect fit."

NY&A, like many short lines, offers a different work environment than many large railroads.

"You're home every day, sleep in your own bed, and most of our team works set schedules," he notes. "At the same time, the job offers competitive compensation for fully qualified employees, a strong benefits package, and we provide a safe working environment."

He also notes that it's rewarding to work with people who are "competent and highly accomplished."

It's not always easy work, and there are aspects of railroading that aren't attractive to everyone. Weather, physical requirements, and the need to remember and follow exacting rules can discourage some. If you or someone you know are up to those challenges, then this is a career worth pursuing. ♦

Your Safety Counts

- The rail industry has lower employee injury rates than most others including trucking, airlines, manufacturing, and construction.
- Train accidents declined 33% between 2000 and 2021.
- Rail industry employee injury rate was at an all-time low in 2020.

Anacostia On the Move

by Eric Jakubowski
Vice President & Chief Commercial Officer, Anacostia Rail Holdings

Service



In this time of crew shortages there are few—if any—North American rail customers who aren't concerned about service disruptions. As a short line holding company, we are constantly working with our Class I partners to plan moves, adjust schedules, and respond with last-mile flexibility.

From my experience, this is what matters:

1. Cooperation within the rail industry must improve. Short lines are responsive because we are local—and we touch a high percentage of customer facilities. We can provide even better service in a more collaborative environment.

2. We need effective interchange performance built on explicit plans, performance measurement, and with provisions for intervention when necessary. Both Class Is and short lines should designate responsible parties to participate. Short lines are investing in technology for improved ETAs and network connectivity.

3. ETAs must be real-time, with input from experienced railroaders for accurate and frequent adjustments. Already scarce resources can be wasted waiting for deliveries that are not on schedule.

4. More generally, metrics on all service touch points must be readily available. With that data, we can monitor mutual obligations and improve service—from pick-up to delivery and everywhere in between.

5. We can never have enough well-trained, empowered customer service advocates. A true advocate is someone who is familiar with each individual customer's business, expectations, and management. This is a critical part of our construct as a short line railroad.

As we move through today's challenges, our focus is to build more reliable communication and planning in support of our customers' critical supply chain requirements. It is imperative that we respond effectively and that we apply the lessons learned now, and even when times are a little easier. ♦



These two unused turnouts in the Fresh Pond West Yard will be moved and placed in the East Yard to improve train movements.

Adding Capacity, Protecting Reliability

Each year we make investments in track, equipment, and other essential projects

The most significant improvement this year will be the installation of a new crossover track at our main Fresh Pond Yard. This project will add a second interchange track, increasing capacity at this critical junction with CSX, and provide greater operational flexibility.

This project was funded by a combination of funds provided by New York State Department of Transportation and NY&A capital. The funding will cover the cost of some 1,000 feet of track to be built on a new alignment within the existing right-of-way.

Cooper Recycling, *Continued from Page 1*

gondolas—has been a smooth transition for Cooper and its customers.

NY&A designed a service package built around already-established regular service with Bushwick Branch daily trains that had been passing by the Cooper facility. Once the building's unused siding was put in safe condition, regular night-time service commenced.

"NY&A's service is very consistent," Cooper says.

"They are very quick, and our personnel simply stand back and let the railroad spot cars where they are needed for loading," according to Cooper. "As soon as they are gone—usually in about 10 minutes—our operation resumes."

Cooper loads and dispatches rail cars each day, removing 20–25 trucks from the roads—a considerable percent of the

The state's announcement noted, "Moving commodities by rail reduces greenhouse gas emissions and alleviates highway congestion."

Additional right-of-way improvements are being funded solely by NY&A, says Roadmaster Israel Linares. These include:

- Two unused turnouts will be moved from the Fresh Pond West Yard to the East Yard, where they will improve operational flexibility.
- Two street crossings will be resur-

facility's outbound volume. Cooper's rail-car volume through the first five months of 2022 is already 120% higher than what was moved in 2021.

"We are working at increasing our rail capacity now that we have things rolling," Cooper says. "In addition to the environmental benefits, it's in everyone's interests to reduce congestion on our busy roads."

He and his team are confident that NY&A can support additional rail service. The company has been impressed with the railroad's commitment to safety, as well as its ability to help Cooper coordinate with the connecting Class I rail carriers.

"We've been pleased with our experience with NY&A, and we have been pleased with the performance of the freight railroads in general," he says. ♦

faced on the Bushwick Branch at Woodward Ave. and Metropolitan Ave.

- Walking paths are being created at numerous locations in Queens and Brooklyn for our train crews who move on foot to and from switches and to inspect cars. These paths use smaller stone than the ballast normally used in track, reducing the risk of tripping and ankle injuries.

Finally, our locomotive rebuild program will be completed when the final MP15AC 1,500 horsepower road switcher is delivered this summer. This, the last of four units in the program, also incorporates an extensive list of improvements, according to Chief Mechanical Officer Rob Wullschleger.

"We've done work on the main generators, auxiliary generators, electrical controls, heating systems, and windows—plus we have added air conditioners to the cabs," he says. "The units already in service have demonstrated improved tractive effort, which allows operation of larger trains with a single unit." ♦

Zemrock Is Newest Customer Success Story

Zemrock is the latest addition to the NY&A family of commercial partners.

From its location in Long Island City, the company supplies fly ash to concrete ready mix operators in New York's five boroughs. Fly ash is the result of power plant combustion and is an effective substitute for cement (an alternative cementitious material with good pozzolanic properties) in concrete formulations.

In addition to being a valuable material in concrete making, it is a beneficial reuse of a material that would otherwise be headed for a landfill. Score one for the environment and one for ready mix operators!



Safety Goes Above— and Below Ground—at NY&A

NY&A's East New York tunnels are a unique location for safety training that is sought by local, state, and federal agencies.

"Our tunnels are each 3,300 feet long and—because there are three of them—first responders can experience more than 9,000 feet of travel in smoky, dark, or other hazardous conditions," says NY&A Vice President Marlon Taylor.

"There is no better place than these tunnels to simulate underground sub-way rescue."

Most recently, the tunnels were the site of a new technology demonstration that makes it easier and safer for two-person rescue crews to extract injured people in a large-scale, long-distance re-

covery. Participants in the April event included the Federal Emergency Management Agency, the Office of Emergency Management, and fire departments from multiple states.

NY&A is proud to play a critical role in the training and advancement of capabilities for first responders. Our reason for this and other training is, of course, primarily to keep our crews, customers, and community safe. It's what supports our industry-leading safety performance. Through the first five months of 2022 we maintained an injury-free operating record.

"That type of performance is the best reward we can have," says Taylor. ♦



New equipment makes it possible for emergency responders to extract injured people across long distances such as a transportation tunnel.



Louk Wins Industry Honor

Amy Louk, manager of administration and marketing support for NY&A, was named as one of Railway Age magazine's top "Women in Rail" last November. She was among 26 women recognized for their accomplishments in the North American railroad industry.

As described by the magazine, Women in Rail honors women for "modeling leadership and railroading's way forward for their peers, their companies, and the industry through collaboration and innovation."

"I am honored to receive this award alongside other women in the rail industry," said Louk. "I want to congratulate not only the honored women, but all the women in railroading. Railroading's demographics are changing as more women enter an industry that was male dominated for many years."

Louk's responsibilities at NY&A include managing day-to-day commercial relationships with other railroads and shippers; maintaining the railroad's pricing matrix and making pricing decisions; overseeing compliance and monitoring of the company's drug and alcohol program; managing local accounts payable; and auditing NY&A's compliance with hours-of-service regulations. ♦



BLET Five-Year Contract Ratified

In early January, members of the Brotherhood of Locomotive Engineers and Trainmen (BLET) ratified a new collective bargaining agreement with NY&A.

The contract governs rates of pay, work rules and healthcare for about 20 BLET members. The new agreement runs through December 31, 2026.

The negotiating team for BLET consisted of General Chairman Kevin Sexton, Local Chairman Robert Savino, and National Vice President Jim Louis.

Vice President Louis said: "It is refreshing to deal with a railroad that has shown throughout these contract talks that their employees are an asset to them and should be treated as such."

NY&A Supports the Community

NY&A has a long history of partnership with our local communities—particularly the organizations that lend a helping hand to our neighbors.

"We work here, and we live here," says President James Bonner. "It's our honor and privilege to help out where we can—plus, it's often a lot of fun."

The efforts did not go unnoticed. In October, the North Brooklyn Evergreen Business Exchange honored NY&A as "Community Partner of the Year." Sales & Marketing Director Chuck Samul and Manager of Operations Support James Nunes are Evergreen members.

Another volunteer effort spearheaded by Nunes and Engineer Alex Raia was wrapping the trailer used by Boy Scout Troop 604 with colorful messaging that promoted the troop and community safety around railroads. Both Nunes and Raia are Operation Lifesaver Authorized Volunteers. Additionally, Nunes became qualified to teach the Boy Scout Railroading Merit Badge and then guided the Bethpage troop through it.



Last fall, lunch was provided to work sites to thank our employees for their continuous work through Hurricane Ida.

The annual NY&A scholarship program continues to support local high school graduates with their dreams of pursuing higher education. The 2022 recipients are Alyssa Markovina of Farmingdale High School, Angelo Rivera of Brentwood High School, and Alex Wu of Queens Metropolitan High School. Markovina will attend Virginia Polytechnic Institute and State University majoring in Engineering. Rivera will attend Suffolk County Community College and plans further studies at University at Buffalo. Wu is ranked within the top 2% of his class and will attend Steven's Institute to major in mechanical engineering.



The 2022 NY&A high school scholarship recipients are from left to right: Alyssa Markovina, Angelo Rivera, and Alex Wu.

In the past year, we've also provided funds and volunteer hours to these local organizations:

- Glendale Kiwanis
- Island Harvest-Children
- Locks of Love
- Myrtle Ave. Street Fair
- National Association of Railway Business Women (NARBW)
- Northeast Association of Rail Shippers (NEARS) Scholarship Fund
- Oasis-A Haven for Women and Children
- Parent Teacher Association of PSIS 119
- RGMVM Little League, Queens
- Ridgewood Local Development Corp
- Twin Forks-Calverton Business Plan
- UJA Federation
- Winters Center for Autism

Smart Growth Award to NY&A

Improving the quality of life in the communities we serve is a responsibility that we take seriously. Now our strong focus on safety, low-emissions operations, and being a good neighbor has been recognized by Vision Long Island, an organization dedicated to livable, economically sustainable, and environmentally responsible growth on Long Island.

NY&A was honored in June with the organization's 2022 Smart Growth Award for Transportation.

"We were delighted to be recognized for our efforts to improve the quality of life on Long Island," says President James Bonner. "Railroads operate 'behind-the-scenes' in many ways, and it's nice to



Celebrating the award from Vision Long Island (VLI) are, from left: Trudy Fitzsimmons (VLI), the NY&A team of James Bonner, Raul Sanchez, James Nunes, Amy Louk, and Tawaun Whitty (VLI).

have our efforts acknowledged by a leading community group."

Vision Long Island has been working for 20 years to fulfill its mission, counseling downtown villages and towns, and serving as a source for county, state, and federal governments as well as the business and civic communities.

As part of our community involvement commitment, Bonner has served on the Vision Long Island Board since May 2020.

"We are proud to support this great organization and its important work," says Bonner. ♦



Employees of the Quarter

NY&A congratulates and thanks our Employees of the Quarter over the past year for their accomplishments and teamwork.



2nd Quarter
2021
Amaury Gonzalez



3rd Quarter
2021
Richie Buonomo



4th Quarter
2021
Otto Porres



1st Quarter
2022
Joe Maci



Gabriel Enjoys the Daily Challenges

Both of Conductor Jerich Gabriel's children think it's "cool" that their dad works on a railroad. He thinks it's pretty cool, too.

Assembling trains provides a daily challenge that he enjoys.

"It's like putting together a puzzle," he says. "There are many different ways to build a train, yet there are limitations that need to be managed. I like to think I'm pretty good at it."

Gabriel credits his military background for providing the experience, discipline, and ability to work in all kinds of weather for preparing him to excel in his work at NY&A.

Army National Guard Specialist Gabriel's duty in transportation services also helped. He first joined NY&A in January 2019. Upon his return to NY&A following military leave for Covid duty in 2021, he studied and obtained his main line qualification as conductor.

Now that he's had a taste of railroading, he says he plans to stay in the industry.

"It's an interesting job, and there is a lot of history behind it," he says.

He also notes that there are similarities between what he found rewarding during his six years in the military and in his current career on the railroad.

"There is camaraderie, interesting training, and even a feeling that I am helping people," he says. Plus, he likes that no two days are alike.

"Yesterday we operated a 64-car train, and last week there was one day with 16 cars," he says. "Each has its challenges and solutions." ♦

Milestones

NY&A employees celebrated the following milestones through May 2022. We thank you for your service.

Anniversaries

25 years
Alex Raia

20 years
Bruce Demeglio
Robert (Bobby) Savino

10 years
James (Jimmy) Arkin
Richard (Richie) Buonomo
William (Bill) Callahan
Israel Linares

5 years
Jesse Santos

Promotions

Carl Frisch
Assistant
Conductor
—
Yard Qualified
Conductor

Karim Mostafa
Fully Qualified
Engineer

Trae Pierre
Assistant
Conductor
—
Yard Qualified
Conductor

Andrew Hamrlicek
Fully Qualified
Engineer

Jerich Gabriel
LIRR PC Qualified
Conductor

Jeffrey Huelstrunk
Trainmaster

Moises Cespedes-Urena
Assistant
Conductor

Raul Sanchez
Senior Trainmaster

Kyle Kramarcik
LIRR BOR Qualified
Conductor

Alan Acevedo
Assistant
Trainmaster

Alex Formanek
Assistant
Trainmaster

Tom Capobianco
Fully Qualified
Engineer

New Hires

Carl Frisch
Assistant
Conductor Trainee

Trae Pierre
Assistant
Conductor Trainee

Moises Cespedes-Urena
Assistant
Conductor Trainee

Christopher Clark
Assistant
Conductor Trainee

Danilo Garzon
Assistant
Conductor Trainee

Philip Harris
Assistant
Conductor Trainee

Christopher Nostramo
Assistant
Conductor Trainee

Christopher Nardone
Track Laborer