



Moving Forward

2024

Message from Marlon Taylor



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



Throughout my 25-year career, I have had the privilege of working alongside some of the most accomplished railroaders in the short line industry, initially with PHL as well as with NYA since 2016. I am truly honored to step into the role of President of the company.

In addition to my gratitude for the dedication and strong spirit of everyone at NYA, I want to particularly thank my predecessor in this position, James Bonner. It has been a pleasure to work with him as he led us all to make NYA a safe, reliable, and efficient partner, respected by our customers, industry, and community.

The accompanying article on this page demonstrates how valuable NYA is to the shippers we serve. Our strong relationship with EWG Glass Recovery and Recycle Corp. is the result of our entire team pitching in to do more than

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Transload terminal is served by a fleet of 70 railcars for national distribution of EWG crushed glass.

Top Notch Rail Service Supports EWG Glass Growth

“When we first talked with NYA about establishing rail service, the railroad was interested in how many cars we might move,” says Louis Ventura, Operations Manager, EWG Glass Recovery and Recycle Corp. “Even though we didn’t know if we would become a large customer, the railroad worked hard to help us get started. In fact, as far as our rail supply chain is concerned, NYA has played a company-defining role for EWG.”

Today, EWG ships crushed glass to a national network of recycling customers. It manages a fleet of 70 286,000-pound GWR covered hopper cars, dispatching about seven loaded cars each week.

Until 2016, EWG was using highway transport exclusively. This limited the territory it could efficiently serve to the U.S. Northeast Corridor. Due in part to the extraordinarily high quality of the crushed

glass supplied by EWG, it was rapidly growing and set its sights on expanding its geographic market.

“We had looked at some potential sites for rail loading, but NYA quickly helped us find an ideal site known as the Richmond Hill siding,” Ventura says. “It offers frequent service and enough room for us to continue our growth.”

A Good Neighbor

EWG knew that the efficiencies of rail shipping would make its products attractive to more distant customers, but that wasn’t the only reason it sought to shift volumes to rail.

“Each rail car we ship means we are not putting three or four trucks on our area’s already-crowded highways,”

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just move freight. I see every day that—no matter the challenges our crews might face—everyone shows up on time (or early!), and is fully committed to doing the very best work for our customers.

We have successfully expanded our operating team during the past year to meet growing demands for our service from this and other customers. Plus, we continue to keep the railroad in top operating condition with a major track project and locomotive rebuild program.

I invite you to continue reading about these and all our commitments to keep NYA one of the nation’s premier short line railroads, and one that is ready for whatever challenges await.

Marlon Taylor
President
New York & Atlantic Railway

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EWG Glass, *Continued from Page 1*

Ventura says. “We are a part of our community, providing good local jobs, and an environmentally friendly way to reuse discarded glass containers and keep them out of the municipal waste stream.”

The glass EWG produces is highly sought by recyclers. New York’s glass recycling laws provide a strong incentive for consumers, retailers, bars and restaurants to recover and properly dispose of glass beverage containers. Because this source of glass is relatively clean, it enables the production of crushed glass by EWG to be easily recycled.

Ventura appreciates the consistency of NYA’s rail service. Cars are dispatched from the EWG facility about every other day, and the status of inbound equipment is communicated to the company as soon as its cars are delivered to the Oak Island terminal. From there he knows he can count on a delivery in 12-18 hours.



New STB Chairman Primus Visits NYA

Newly named STB Chairman Robert E. Primus [left] toured NYA in May. He met with EWG Operations Manager Louis Ventura (right), and also familiarized himself with NYA operations during a locomotive ride and meetings with our staff.

“Providing the best possible service to our customers has been the key to our growth,” says Ventura. “To meet our customer’s requirements, we found a great partner in NYA.”

“I can’t adequately describe how good the staff is at NYA,” he continues. “It’s just top notch.” ♦

Anacostia On the Move

by Eric Jakubowski

Vice President & Chief Commercial Officer, Anacostia Rail Holdings

Reliable Interchanges



The critical importance of reliable interchanges is receiving attention on many fronts. As a smaller railroad partner, we rely on scheduled and reliable service from our Class I partners to provide our mutual customers with high quality connections.

During the crew shortages of the pandemic, this important link was under constant duress. Our job is often to mitigate rail car delivery fluctuations but, as smaller railroads, we have far fewer options and resources if interchange service is delayed.

I am heartened to say that we are

beginning to focus on specific opportunities including:

- visibility of car movements to and from the interchange;
- proactive sharing of information about disruptions; and
- Interchange Service Agreements with real-time and site-specific plans.

Some of our partners are working on process improvements, and I am optimistic this will be advantageous to every last-mile customer served by Anacostia. We remain committed to advocating for these efforts, and we are always first in line to volunteer our railroads to serve as test cases. ♦



CapEx Investments Keep Us Strong



The first of two GP38-2 units is back in service after a thorough overhaul.

Our annual capital expenditures demonstrate NYA's long-term commitment to safety, service, and efficiency. This year those efforts include new track, rail and tie replacement, a grade crossing renewal, a locomotive overhaul, and a new program to keep our right-of-way clear of debris.

According to Roadmaster Israel Linares, "A significant expansion in the capacity of our interchange with CSX will be completed with a new lead track to increase the efficiency of our joint operations."

The new track adds capacity to hold a 10,000-foot train without delaying other movements at this location. An 80% grant from New York State supports the project.

Other work on the right-of-way managed by Linares includes replacement of jointed rail with continuous welded rail in the Bay Ridge Branch, as well as replacement of degraded ties.

"We also relocated a crossover at Fresh Pond to a location that improved efficiency," Linares says.

In addition to these large track projects, NYA forces visually inspect heavily used track daily. Most of the track is also scanned for internal defects twice a year.

"A new, ongoing program has also been inaugurated to keep our right-of-way clean," he says. "We are working with the Metropolitan Transportation Authority police and the New York City Department of Sanitation on a weekly basis to clear debris."

Locomotive Fleet Upgrades Continue

A sixth locomotive is expected to debut from NYA's multi-year overhaul program this summer.

"The four MP15AC 1,500 horsepower units already in service have demonstrated improved tractive effort which allows operation of larger trains with a single unit," says Chief Mechanical Officer Rob Wullschleger.

The final two GP38-2 units (one now in service and the other being completed) will have received extensive upgrades of the cabs, rebuilt compressors, and overhauls of the engine, blowers, and generators.

"This program will provide continued safe, reliable, and efficient service to NYA customers for years to come," Wullschleger says. ♦

NYA: The Route to a Great Career

Trainmaster Alan Acevedo's enthusiasm for the career opportunities at NYA is founded on his own experience.

In 2015, after completing the rigorous training required for new operating employees, Acevedo joined as a brakeman. Since then, he progressed to conductor, engineer, and yardmaster until he attained his current position.



Alan Acevedo

"My path exemplifies how NYA offers abundant options for professional growth and advancement," he says.

Now, as part of his responsibilities, Acevedo is dedicated to helping others find success on the railroad as head of our training department.

"Our recruitment techniques are designed to attract and hire the most suitable individuals to join the NYA team," he says. "Our multi-pronged hiring campaign includes the use of recruiting firms, referral programs, online employment platforms, and we also partner with NYC's Work Force 1 and Veteran programs."

Following COVID and the subsequent labor shortages, we needed to refresh our operating team. From a low of 24 train & engine crew members, Acevedo and his team have filled out our roster, which has reached 40 individuals.

"This means we can continue to provide great customer service, and provide our crews with reasonable work schedules," he says.

New hires enter a challenging training program that starts with two weeks spent learning the General Code of Operating Rules, followed by a three-week "bootcamp" in the field, and 16 weeks of on-the-job training. Once employees pass a final examination, they will start working as a yard conductor followed by four possible promotions over about two years, culminating in qualification as a mainline engineer.

"We know how hard everyone works at NYA, and we enjoy recognizing those efforts," Acevedo says. "Our focus on mutual respect truly makes NYA a great place to work, and a rewarding career." ♦



Our Strategy for Safety Takes a Wide View

“Every time you make a switch, every time you make a hitch, you take a risk,” says Operations Support Manager James Nunes.

That’s why NYA crews are encouraged to spend time planning their train operations to minimize the number of switches thrown, and the number of cars cut in and out during each shift. It’s another example of how more efficient operations can also make things safer.

When it comes to emergency response, the incident is not the place to start your on-the-job training. That’s also why we devote resources to a strategic program of training and familiarizing first responders for handling incidents on the railroad.

Last fall, we hosted another in our ongoing program of multi-day, intensive, and unique technical training events. Together with the Short Line Safety Institute (SLSI), we welcomed the New York Fire Department (FDNY) HazMat Battalion, local law enforcement officials, and emergency management personnel for two days of classroom and field activities that covered operational and strategic issues that arise when responding to a rail incident.

Transportation equipment available for hands-on demonstrations included pressure tank cars, a tractor trailer with domes/hatches for several types of tank cars, and a diesel locomotive.

Recently, NYA and Norfolk Southern co-presented a Railroad Investigation Safety Course for Law Enforcement (RISC-LE) to members of the New York City Police Department (NYPD) Emergency Services Unit (ESU) and Transit Bureau. In this four-hour event, these officers learned about rail safety, highway crossing collisions, emergency response to train incidents, and post-accident reporting.

Call in the Marines—and an Air Drop!

This year, the FDNY invited the U.S. Marine Corps to utilize our tunnels for training to handle lithium battery fires in rail boxcar shipments. A mass casualty event was also



James Nunes (standing) observes FDNY training event at NYA

simulated, and participants also were trained to rescue a worker trapped under a rail car.

Meanwhile, up in the sky this summer, we are supporting an Operation Lifesaver, Inc. (OLI) flyover of area beaches with an airplane towing a banner proclaiming, “See Tracks, See Trains!” with the NYA logo.

“We take pride in our strong safety culture,” says Nunes, “but we never stop working to improve it. Safety requires our hourly, daily, weekly, monthly, and yearly attention.” ♦

Railroader, Volunteer Firefighter, & Expecting

Andrew Hamrlicek pursues both of his passions. When he’s not operating trains in his full-time career as an NYA conductor/engineer, Hamrlicek is on call as a volunteer firefighter (photo below) in Bayport, NY.



“I’ve always wanted to help people,” he says. Plus he is the fifth generation in his family to be a volunteer firefighter.

He has had some unusually rewarding experiences, including the time he helped extract a driver whose car had

flipped over and was trapped between the roof of the vehicle and the road surface.

“There isn’t a much better feeling than helping save a life,” he says.

He also started railroading early, signing on with NYA at the age of 20. After eight years with the railroad, he has found it to be a rewarding career.

“I expect to be a railroader until I retire,” he says. He’s also expecting two other major events: a child and a wedding in November. ♦

NYA Crew to the Rescue!

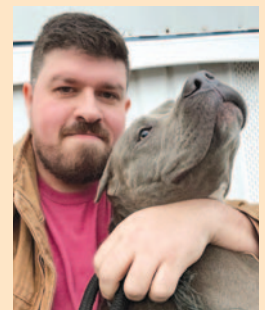
On a chilly February 12, Trainmaster Alan Acevedo and his crew had a usual outbound trip along the Bay Ridge Branch. A few hours later, on their return trip, they came across an alarming sight—a dog was tied to the tracks so that it could not escape.

They immediately brought the train to a stop, secured it, and went to the dog’s aid. It was initially afraid and barking, but the crew calmed it down in a few minutes.

“I put on my safety gloves and untied it,” Acevedo says. Once in the locomotive cab the dog realized he had some new friends and warmed up to the crew.

Upon their return to the yard, Acevedo enlisted the aid of Engineer Phil Preeo. After keeping the dog at his home overnight he went to a shelter, which took the dog in for proper care.

We thank our crew for coming to the rescue! ♦



Phil Preeo and “dog”

New NYA President Marlon Taylor: Ready on Day 1

Well-known to our team, our customers, and other stakeholders, Marlon Taylor was promoted to NYA President in May.

He has served as Vice President since 2016 and was ready to continue our success on his first day as President.

"I look forward with enthusiasm to this new opportunity," Taylor said. "Over the past eight years with NYA, I have enjoyed developing solutions that help our customers thrive, while serving our diverse community and workforce and managing our safe, efficient, and green operations. I am focused on our continued success in providing freight service on the lines of our valued partner, the Long Island Rail Road."



Newly appointed NYA President Marlon Taylor is seen here earlier in his career as a Conductor/Engineer for affiliate Pacific Harbor Line.

He began his career in railroading when he joined our affiliate, Pacific Harbor Line, as a train service employee in 1999. Since then, he has gained experi-

ence in virtually every aspect of our operations and management groups.

"Marlon has become an integral part of the NYA team," says B.A. (Bruce) Lieberman, ARH Executive Vice President and Chief Financial Officer. "We could not have a better leader to continue NYA's success."

In addition to his responsibilities for NYA, Taylor serves industry and community groups including the Safety & Operations Management Committee of the Association of American Railroads, as President of the Railroads of New York, and as a member of the Queens Chamber of Commerce and the Big Brothers and Big Sisters Leadership Council. He lives with his wife and son in Lynbrook, NY. ♦

NYA Supports the Community

Our railroad has a long history of supporting the residents and businesses in the boroughs we serve in the Metropolitan New York Area.

"We want to make a difference in the areas we live and work," says NYA President Marlon Taylor. "Being a good neighbor is something we are consistently striving for."

The annual NYA scholarship program continues to support local high school graduates with their dreams of pursuing higher education. The 2024 recipients were Matthew Vargas, Christ the King High School; Valerii Petruhov, Queens Metropolitan High School; Talha Rehman, Brentwood High School; and Cyrus Abraham, Farmingdale High School.



Lisa Risi, Breast Cancer Research Foundation—Chief Operating Officer (left) accepts a donation check from Amy Louk, NYA Manager—Marketing Support

Over the past year, we have also donated to the following groups:

- Island Harvest
- 104th Precinct Community Council
- Winters Center for Autism
- Freeport for Veterans
- Ridgewood Local Development Corp.
- Pronto of Long Island
- Newtown Creek Alliance
- Breast Cancer Research Foundation
- Stony Brook Foundation/
Evan Liblitt Scholarship
- Posh Pets Rescue NY
- Fisher House
- United Veterans Beacon House
(Bay Shore)
- Veteran of Foreign Wars of NY #123
(Glendale)
- Boy Scout Troop 604
- Shriners Hospitals for Children
- Arbor Tree Foundation
- Evergreen Brooklyn Business
Exchange
- Hope for Youth
- UJA Federation
- Allied Veterans Memorial Committee
- Lighted Softball Association
- RGMVM Little League
- Women of Asphalt
- New York Finest Baseball Club, Inc.
- PTA of PSIS 119
- Operation Lifesaver, Inc.
- Glendale Kiwanis
- Long Island Food Council ♦



Employees of the Quarter

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



2nd Quarter
2023
**Christopher
Nardone**



3rd Quarter
2023
**Anderson
Rosario**



4th Quarter
2023
**Jose
Arias**



1st Quarter
2024
**Jimmy
Arkin**

Appreciating Our Great Employees



In the past year, NYA has hosted several employee appreciation events. In honor and memory of Robert "Bob" Clark (Chief Engineer), we had an ice cream truck day in July and shared memories of Bob and his influence on NYA.

In August, we had a farewell party for our intern, Peter Burke. We appreciate the impact he had during his time here and his assistance with several marketing and training projects. In September, we hosted our 6th Annual Employee Appreciation Day (top) event at Dave & Busters. We recognized promotions, new hires, and other milestones.

Our Annual Holiday Party (bottom) was celebrated in December, and it was combined with a retirement party for Locomotive Technician Ubaldo Ortiz (aka JR), who retired in May 2023. ♦

Milestones

NYA employees celebrated the following milestones through May 2024. We thank you for your service.

Anniversaries

20 Years James Nunes	1 Year Fatoumata Diallo Jovan Dzikić John Gleeson Rashad Graham Fabian Grant Darrel Koger Benjamin Lederer Vladimir Lesnik Chavez Reece	1 Year (cont.) Anderson Rosario Jose Arias Suero Jonathan Tarnowski Urgyen Tashi Jade Thompson
15 Years Gene Beaubien Raul Sanchez		
5 Years Jerich Gabriel Michael Gonzalez Lyeovyen Ward		

Promotions

LIRR AC Test Konrad Albera Dashaun Blake Edward Gomez Edwardo Lajara Omar Lindsay Joseph Lugo Danny Maiorino Owen McFadzean Jason McQueen Vimol Persaud David Rosario Kaad Stanislaus	Owen McFadzean Jason McQueen Chavez Reece David Rosario Kaad Stanislaus Jonathan Tarnowski Urgyen Tashi	Rashad Graham Trae Pierre Jade Thompson
Yard Qualified Conductor Konrad Albera Dashaun Blake Edward Gomez Edwardo Lajara Omar Lindsay Joseph Lugo Danny Maiorino	LIRR BOR Jose Arias Dashaun Blake Rashad Graham Benjamin Lederer Danny Maiorino Christopher Nostramo Chavez Reece Jonathan Tarnowski Urgyen Tashi Jade Thompson	Yard Qualified Engineer Moises Cespedes Trae Pierre Jade Thompson
	LIRR PC, Fully Qualified Conductor Moises Cespedes	Certified Locomotive Hostler Amaury Gonzalez Srdan Prabic Anderson Rosario Lyeovyen Ward
		Assistant Trainmaster Jerich Gabriel Vladimir Lesnik
		President Marlon Taylor

New Hires

Assistant Conductor Trainees Konrad Albera Dashaun Blake Edward Gomez Edwardo Lajara	Omar Lindsay Joseph Lugo Danny Maiorino Owen McFadzean Jason McQueen Vimol Persaud	David Rosario Kaad Stanislaus
		Assistant Trainmaster Robert Rebner