

Annual Report

Fiscal Year

2014



The Connecticut Electric Railway Association, Inc.

58 North Road, PO Box 360

East Windsor, CT 06088

www.ct-trolley.org

The Connecticut Electric Railway Association, Inc.

Corporate Officers

Chairman of the Board	-	Fred Stroiney
Vice Chairman of the Board	-	Jim Miller
President	-	Galen Semprebon
Vice President	-	Tim Lesniak
Treasurer	-	Steve Taylor
Corporate Secretary	-	Steve Taylor (Acting)

Board of Directors

John Arel	Tim Lesniak
Lawrence J. Bryan	James Miller
Jonathan Charow	Galen Semprebon
Xian Clere	Fred Stroiney
Ted Coppola	Stephen Taylor
Sara Garthwait	

Department Heads

Administrative Manager	-	Carol Zenczak
Chief Motorman	-	Jonathan Charow
Membership Secretary	-	John Carter
Recording Secretary	-	N. Hodgdon
Safety/Security Officer	-	Bert Johanson
Volunteer Coordinator	-	Larry Lunden
Gift Shop Manager	-	Carol Zenczak
Track Superintendent	-	David Coppola
SC&ET Superintendent	-	John Arel
Information Technology Manager	-	Hugh Brower
Website Editor	-	Joseph F. Smith
Buildings & Grounds Manager	-	(Open)
Railway Operations Superintendent	-	Bob Sorozan
Car Shop Forman	-	John Pelletier
Library Curator	-	(Open)

Cover:

After inspecting and turning on the Christmas lights over the Right of Way, Chris Shaw pulls Line Car S-193 into North Road Track 1 on November 28th the first night of the 2014 Winterfest.

Chairman's Report

Frederick J Stroiney - Chairman, Board of Directors

"The Next 75 years"

75 is an important number for me & our Museum. I am in my 75th year and so is the CT Trolley Museum. Although I can't look forward to another 75 years, our Museum can, with your help. There have been many volunteers that have worked to bring our Museum to this point starting with three incorporators, with no track & equipment, to a very good main campus, 1.5 miles of main line track & a right of way that goes into the Scantic River watershed, an impressive Visitor Center, an operating fleet that is impressive, and display pieces explaining the growth of electric traction over the years.

This is the start of the next 75 years of our organization. It will be different. It is clear that we will need to operate the organization more as a business entity than a volunteer organization. The knowledgeable individuals that volunteered over the past 75 years will no longer be available for the next 75 years. Many of us have to work longer hours at our paying jobs to make ends

meet for our families thereby not allowing for volunteer time that which has kept our Museum functioning well in the past.

A 75th Anniversary Committee has been formed consisting of older & younger volunteers to make 2015 a celebration of the past. The 20 or so volunteers are either relearning what they have forgotten about concerning the Museum's past, or learning what we never knew in the case of our younger or newer members. Please thank the committee members when you join us the weekend of August 14, 15 & 16, 2015 for the planned festivities.

Your Board of Directors are starting on a 5 year strategic plan as I write this report. The goal, with your support, will be to accomplish reasonable corporate goals towards a viable entity for the next 75 years.

Thank you all for your support on behalf of myself & the Entire Board of Directors.



Chris Shaw, Tim Lesniak, Xian Clere and Galen Semprebon during the Beer & Wine Tasting Event in May.

President's Report

Galen Semprebon - President

I would like to start out by thanking everyone who made 2014 the successful year that it was. The museum continued to operate at a professional level, and the progress made all around the museum in 2014 has made a real difference.

Work on the track in 2014 was one of the major accomplishments of the year. Almost 500 ties were installed in the main line, timbers installed and work completed on Hancock siding, and over 200' of main line was completely reconstructed in the area of the section houses and members crossing. In addition to the track work in the members crossing area, new traction wiring was installed for the ground return to the powerhouse, trees removed, and the entire area was cleaned up.

Work on the buildings accelerated in 2014. The car shop received a new roof, which will now allow us to move forward with plans to heat at least a portion of the shop thereby allowing work on the trolley cars to continue year round in the shop.

Kelly barn received a new green panel front in conjunction with the repairs to the framing around the doors to tracks 2 and 3. These repairs were required due to the pole replacement that occurred in December 2013 for the pole that held the doors between tracks 2 and 3.

Work began on the Northern barn in 2014. The west track was removed, and over 2' of fill was placed to raise the grade. Once the weather and snow clears this spring, work should be resuming on re-constructing this track.

Work on the trolleys continued in 2014. The first priority of the car shop is the maintenance of the operating fleet. This year, cars 4, 355, 836, 2600, 5645, 16 and 451 were maintained in service. 451 presented many challenges this year and received the most attention. In addition to maintenance, the restoration of Connecticut

Company closed car #1326 continued. A lot of work was accomplished and the body is nearing completion. Work also continued on Brooklyn single truck car #169. #169 is being worked on to allow it to be put inside the visitor center on display. Work also continued on the Northern Ohio Traction & Light private car The Northern. This is the winter project when it is too cold to work in the shop.

In 2014 we added a New Jersey Transit PCC car #15 to the museum's collection. The plan is to put this car into service, particularly during special events, to help reduce the wear on the older equipment.



Car No. 836 Westbound approaching Winkler Rd.

In 2014, there was a significant amount of additional historical materials added to the museum's library collection. Back in the 1960's, the museum had a significant amount of historical information pertaining to the predecessor companies of the Connecticut Company. The board of directors at the time realized that the museum did not have the proper facilities to store and care for this information, so this material was loaned to the University of Connecticut for storage. The museum made inquiries in recent years, and finally the opportunity arose to bring this material back to the museum's library and archives.

The material which totals over 100 shelf feet included ledgers, cancelled stock certificates, and other administrative materials from many of the predecessor companies to the Connecticut Co. This information, some of which dates back to when trolleys were pulled by horses, coupled with the payment receipts and other information already in the museum's archives, provides a

valuable insight into the day to day operations of these early trolley companies.

The special events in 2014 were tremendously successful. Easter Bunny fun day started the year with a great day, and a lot of happy folks visiting. We had a busy October with Pumpkin Patch and Rails to the Darkside creating the Halloween spirit for kids and adults. Winterfest wrapped up the year with an absolutely stellar event. The weather was with us for Winterfest, and this was by far the busiest Winterfest in many years.

Thanks again to each and every one of our hundreds of volunteers who helped in every facet of the museum from operations, maintenance, administrative, special events, and all the other various projects that help keep the museum running on a daily basis. Together we have made 2014 one of the most successful years that the museum has seen.



Car No. 5645 Eastbound Crossing Winkler Road.

Treasurer's Report

Steve Taylor - Treasurer

The Association had a great year in 2014. Net Income, before depreciation \$117,722 which was \$71,604 better than 2013. +155.3%. Rails to the Darkside brought in \$52,519, which was \$4,715 down from last year, or -8.2%.

Receipts for Pumpkin Patch were \$21,859 up +\$4,174 or +23.6%.

General admissions were up +10.5% compared to last year at \$41,963.

Winterfest income was \$72,033 which was +31.2% over last year. An increase in group sales and food sales.

The biggest growth overall to our special events that we are now a destination for groups, and this trend continues to be true.

Gift shop sales were \$24,632 which was +6.0% to last year.

Membership is down -\$1,275 or 6.8%.
Library Passes up \$900 or +26.1%.

Total Income was +36.9% over last year.

We had a bad year on Birthday parties which were down \$3,050 from last year. -24.2%. However, with the scheduled return to operations of car No. 1326 and the completion of dining car improvements birthday party bookings should increase in 2015.

The guest operator program was not moving down the track to well this year, flat compared to last year. Please continue promote the program these people are our future operators, as we continue to grow we will need more people.

On the expense side, our utilities were up \$4,446 or +11.2%. This was mostly because we had such a cold winter. Total expenses were +16.0%.

Because we continue to be good with our money, things continuing to happen around the museum, repairs to buildings, cars, and moving the museum into the future. Things are starting to happen and we need you to be involved to help us reach our goals.



Chairman Fred Stroiney Keying into Track 2 at North Road Station.

Get involved today... Some big things are coming and we need your help to shape where we go tomorrow.

What will you be doing this year?

This will be a great year, 2015, as the museum celebrates its 75th Anniversary.

Thank you, Thank you, Thank you, to all of the many, many volunteers that made 2014 a very successful year.

Visitor's Experience

Carol Zenczak - Manager/Visitor Experience Coordinator

2014 was a year we went above and beyond. It was quite an undertaking for us, something I'm sure businesses with paid employees would never take on yet our volunteers did it all!

The number of guests who visit us continues to grow, this year we welcomed 23,500 visitors. We started the season with 288 children visiting the Easter Bunny, followed by 36 moms who rode the trolley free with their children on Mother's Day and 44 dads who did the same on Father's Day. We hosted 36 birthday parties, a bridal shower, a large Christmas party and a smaller children's holiday party. 1,514 individuals visited us thanks to the Library Museum Pass program. Again this year we were part of the Blue Star Museum Program giving military personal and their family free admission during the summer months. We welcomed 26 Blue Star guests in July and 44 in August, our small way of saying thank you to our military for their service. During July and August we were also part of the reciprocal program with New

England Air Museum allowing our members to visit there at no charge and their members were able to visit us.

We hosted the Antique Tool & Trade of Connecticut group who had their annual meeting on the grounds complete with a tailgating swap meet. The antique car group, "New England Circle Tours" added us as one of their stops and L & M Tours brought us a group of seniors from New York who just loved our museum. In September we invited the Chamber of Commerce for Business after Hours, always a fun loving group.

"As Schools Match Wits" and "Cruisin New England" both visited and shot segments for their television shows along with an independent filmmaker who has promised he will let us know when his film will be released. He was accompanied by two actors and shot film of them riding the trolley cars. Some day we may make it to the silver screen.



Tim Lesniak during the taping of the WGBY program *As School Match Wits*.

We needed over 1,100 pumpkins at our patch for all the children in October and Santa gave out over 2,350 gifts during Winterfest. We scared plenty of visitors during Rails to the Darkside thanks once again to those that just love to scream all night long and of course let's not forget Shaker Pines Fire Department who remain an important part of that event.

We enjoyed the company of the Farmers Market on Sundays complete with fresh fruits and vegetables and let's not forget we had Cruise Nights on Tuesdays through the summer complete with trolley rides.

We distributed information at the National Train Show, The Scout Expo in Bridgeport, Heritage Day in South Windsor and the Big E. The state Brochure Swap was also attended by us.

We even helped to surprise two happy guests with arranging wedding proposals.

All of this is quite an accomplishment in itself but this is in addition to the everyday operation of the museum. Somehow YOU, the volunteers, did it all. So again, let me say, THANK YOU for another very profitable year.



The Museum's New Street Sign.

Gift Shop

Carol Zenczak – Gift Shop Manager

The gift shop brought in a few new items in 2014, new colors in CTM sweatshirts and t-shirts. New “train” books and DVD were also added. The hot sellers are small items that people buy to remember their trip: magnets, post cards and CTM tokens. Children love any kind of train that moves whether pushed or battery operated and engineer hats are also one of the favorites.

Guest motorman packages were a favorite for those looking for a different gift for that special someone. We have been lucky enough to get

some of our operators through this program and we are always looking for more.

The hopes for 2015 is to add items for our anniversary celebration but also to bring in new adult trolley/train books and hopefully some “made in Connecticut” items for all to enjoy and purchase. We are also looking into a series of children’s books “Boxcar Children” that we hope to carry. We never give up looking for trolley related items and books, which have proved to be difficult to find.

Membership Secretary’s Report

John Carter – Membership Secretary

As of December 31, 2014, the total current membership of the Association was 528.

Voting Members	-	312
Non-voting Members	-	212
Honorary Members	-	4
Total	-	528

In 2014 the Association gained 72 new members.



Cary Artosky and Frank Rossano with Congresswoman Rosa DeLauro at the May 14, 2014 New Haven Train Day.

Car Shop Report

John Pelletier - Car Shop Manager

As I write this; it is about three degrees outside and will be too cold to work in the car shop tomorrow. So work will continue on the northern in the visitors center. The last year saw much progress in the shop; car 169 now has a floor, and work on the sides is nearing completion. We also figured out how to rebuild air governors, and some are being rebuilt along with car 16's resistor banks. Shop personnel continue to gain in our knowledge of how to maintain and repair the equipment. Along this line I have started to write a series of articles that will form the basis for a shop manual for beginning trolley mechanics.

The disappointment this year was 1326. The shop had hoped to make better progress; but car maintenance and repairs took up more time than anticipated. We hope to remedy this in 2015. Even so structural work to 1326's roof was

completed and a rubber membrane was installed. Also the ceiling was replaced and painted and interior varnishing work begun. Additionally, doors were repaired and rehung.

In related equipment, Pat got the dump truck back into service, and kept the backhoe in service. December saw a new roof completed on the shop; no more trying to figure out where to put things so they won't get rained on.

December also saw us saying goodbye to a friend; Mike Brenner who for the last two years worked in the car shop as well as being an operator; left for Minnesota, a letter from Mike in late January says he is well, but misses everyone.

The car shop is looking forward to a productive 2015.



Car No. 1326 in our car shop undergoing restoration.

Safety & Security

Bert Johanson – Safety and Security Officer

SAFETY

All the annual inspections required by our insurance carrier have been performed:

Fire extinguisher inspection and required maintenance and building and housekeeping inspection.

Overall, the museums' are doing a good job at housekeeping.

ALARM AND SIGNAL

Routine matters pertaining to testing and maintenance of the fire alarm system was completed and the system was tested with the Tolland Alarm Center; the system performed satisfactorily. The project of replacing some of the underground conduit will be continued in

2015. This is an ongoing project with the priority for 2015 being the sub-station and Kelly Barn circuits.

SECURITY

The extensive CCTV system at the museum complex continues to function satisfactorily. A new Matrix DVD unit has been donated to the museum by a member and will be installed in January 2015. This high definition unit will give us clearer pictures with more detail. As the older cameras fail they will be upgraded to HD cameras that have become more affordable.

In conclusion, I would like to thank all the museum members who assisted me in 2014.



Car No. 836 waiting on North Road Track 1 for Winterfest passengers - December 21, 2014.

Operations Department

Robert D. Sorozan - Superintendent of Operations

Jonathan Charow – Chief Motorman

The Operations Department has the responsibility to train and oversee volunteer motormen, provide volunteers for the daily operations of the museum and assure safe practices in the operation of our vintage fleet of trolley cars. This is done by providing an introductory course of study for new operators, in service training and, when needed one on one lessons for individual motormen. In 2014 we also had our rules exam in which every motorman was tested on the rules and operating practices of the museum.

We would like to emphasize the word volunteer. Our operators are all volunteers who contribute thousands of hours of their free time to operating trolleys for the public. They are an important and vital resource for the museum because, without them, the museum would not be able to remain open. The leadership of the operating department is grateful to all our volunteers and they have earned our deepest respect. We also would like to single out and thank Carol Czenczak, who faithfully and patiently acted as our crew caller for the past year.

The Operations Department began a new program in training motormen. It is a two-step program designed to get people involved in the operations of the museum as soon as possible. The first step is to train conductors on safety and rules. After the training for being a conductor, they may then proceed on to the classes to

become a motorman. We are very excited about this new approach to training and we believe that the museum will benefit.

We have established goals for 2015. In addition to the changes to the training program, we have established a working group to revise our Rulebook. This group has been tasked with reviewing the old Rulebook and making appropriate changes in light of our daily operations at the museum. The working group will report back with an edited rulebook by June 30, 2015. We have also raised the recruitment and retention of new motormen to a very high priority.

But it also needs to be stated that safety is our highest priority. The operations department will work with our motormen volunteers to encourage safe practices. We will strive to encourage our volunteers to improve their skills. The approach of the operating department will be reeducation if a problem arises. We pledge to our volunteer motormen that they will always be treated with respect.

We look forward to the year ahead. With the support of our motormen volunteers and with the ongoing support of the leadership of the museum, we can expect great things for the museum and the Operations Department.

2014 Statistics

During our scheduled 128 day operating season:

- We hosted 23,500 visitors (A 5% increase from 2013).
- 1,960 round trips were operated with 36,000 passengers carried.
- 35 charter groups visited.
- 36 Birthday Parties were held.
- Over 16,250 volunteer hours were donated. (An 8% increase).
- Over 523 community service volunteer hours were donated. (A 15% increase).

Web Site

Joseph F. Smith - Web Editor

The CTM website is a "What You See Is What You Get" platform. If you view it once a year or once a day it is what it is to you. It changes, it's moody, it's active, it entertains, it is educational and also provides a serious marketing conduit for The Museum. It is an in depth source of photographs, both recent and archival. It imparts a continuity with traction subjects and articles, local and those far removed. It attempts to channel interesting traction activities to our viewers and, lately, those of the Connecticut Fire Museum as we develop a more exhaustive presentation of our sister facility. Catch it on a

frequency that is comfortable with you - but do catch it. View it erratically and you'll miss many fine photographic efforts by past and present members and traction devotees. Take some time to go through the entire site - ensemble - find an area that most interests you. Contribute your information, your photos, and your articles. It is a marketing tool that has and will continue to enhance The Museum experience for the public. As members, your usable input will be a positive evolution that can and will improve the reach and style of our Internet presence.

Viva CT-TROLLEY.ORG...

Volunteer Coordinator Report

Larry Lunden - Volunteer Coordinator

This year we added 43 new volunteers to our ranks bringing the number of Museum volunteers up to almost 250 of which 140 are active in helping in all aspects of the Museum's operations.

This year David Coppola has stepped up to take the lead of the Maintenance of Way department. David is in need of support and volunteers to carry out this important function of the museum.

The United Way Year of Caring program has supplied us with volunteers. This year we had several groups of people come to help us with Pumpkin Patch.

The United Way has changed the web site they are using for volunteer recruitment. Now they are using volunteer.unitedwayinc.org. All our opportunities have been transferred to this site, and I am updating them with input from our department leaders. Starting in early 2015 I found another web site called Createthegood.org run by AARP. I am now posting our opportunities there also in hope of reaching more volunteers. We are continuing to use

www.volunteersolutions.org. Links to all of them are on the volunteer page of our web site.

Anyone who is interested in volunteering at the Museum is encouraged to contact me. I will put you in contact with the department heads that will be happy to have your help.



Mike Brenner & John Govoni painting in the Visitors Center.

Maintenance of Way Department

Dave Coppola - Track Superintendent

Looking back on 2014, it proved to be a very successful year for the Connecticut Electric Railway Maintenance of Way Department. The beginning of the season showed slow progress as the department began identifying and organizing material and components, as well as constructed a list of projects for the department. However, with warmer weather, efforts were soon diverted from the material yard to out on the mile and half of mainline operations. The CERA's mainline has

performed emergency restoration to the East Switch of Hancock Siding. The repairs included installing two new switch timbers, re-gauging the spreading running rails, and finally re-tamping the roadbed. This was a remarkable accomplishment having begun the needed repairs after operations on a Saturday and finished the task before the next morning. Many thanks go out to the volunteers of the department, who come to the rescue time and



Mike Brenner (Center) working with the A. J. Belliveau crew replacing timbers at the East End of Hancock siding.

been continuously decaying due to lack of manpower needed to perform necessary repairs such as tie replacement, joint repairs, and general right-of-way maintenance. In early summer, a small group of five committed MOW volunteers replaced just over a dozen ties out on Newberry Hill, as well as re-spaced and aligned Newberry Switch West and re-tamped the roadbed to ensure a good solid base under the track. In addition to these quick repairs, the group also

time again for the organization.

Although the department is comprised of all volunteers, there are tasks that arise that are outside our capability. The example, last year the museum's mainline required a lot of tie attention. Although the department had the replacement ties available, it was manpower that was lacking in order to replace said ties. A decision was made in the 2014 year to hire A.J. Belliveau Railroad Construction to come in and replace

400+ ties along the mile and half mainline, as well as remove and re-lay 210 feet of new rail between the Powerhouse Crossing (Members Crossing) and the Melrose Section House. The job began in June and continued well into September, working mostly on the museum's shutdown days as to not interrupt public operations. When all is said and done, the bulk of the 400+ relay ties (donated to the museum several years back) had been installed, as well as Hancock Siding getting a full over-haul with all new switch timbers on the East End and all ties replaced in the vicinity of the siding. On top of all this work, an estimated additional 100+ ties were installed at various locations. Volunteers were working alongside the entire project and especially afterward, performing needed tasks after the ties were replaced, such as ballast tamping and alignment. Such a difference can be felt when riding down the line now.

By September, with the weather turning colder, the MOW department began prepping for the winter season, which we normally cannot perform any track related work due of snow. However, last year we did receive a donation of several switch components from East Hampton, CT. Two pickup trucks and a trailer were required to fetch the donated equipment, which included high and low throw switch stand and a very nice derail demonstration fixture. A derail is a device designed to protect stand along railroad equipment from rolling free and merging back into active rail traffic. It's placed atop the railhead and catches the flange of the wheel forcing it to climb over to the outside of the rail, thus derailing the wheel and preventing the equipment from rolling further. Many have never seen a derail, let alone see how it works on the rail. The demonstration fixture we received is hand operated and is a

great example to educate visitors on what a derail is. The hope is to clean it for presentation and display it for the public sometime in 2015.

Going into the year of 2015, the department hopes to begin the year with a right-of-way clearing as soon as the snow melts. This will include the normal tree trimming, to prevent anything from rubbing against the public operation fleet, as well pick-up and organization of the old ties left along the right-of-way after



Looking Westbound during the complete replacement of 210 feet of mainline track at the Members Crossing.

replacement in 2014. Several other projects are planned for further on in the year, such as re-laying track in Northern Barn and the construction of step-platforms along the line to help the operations department. All will be excavated as both time and volunteers arise.

Signals, Communications & Electric Traction (SC&ET)

John Arel - Superintendent

In Spring 2014, the SC&ET department prioritized several important maintenance projects that had to be completed to support a complete rehabilitation of approximately 210' of track between Powerhouse (Members) Crossing and the Section House, the only remaining section of main line track that had not been rebuilt since it was installed in the late 1940's and early 1950's.

A.J. Belliveau Railroad Construction removed all rail, and ties, and ballast in this area to vastly improve drainage and stabilize the new track construction. This complete removal of the track and sub-ballast allowed us to install new underground PVC conduit and eight new traction power return cables between the main traction return impedance (reactor) bond at the Member's Crossing and multiple thermite welded connections to each rail. Many overgrown trees that hampered maintenance and repair of the power, signal, and communications pole line were removed along with their stumps prior to the installation of new track.

New thermite welded railhead bonds were installed throughout this area, and elsewhere along the main line to support the replacement of more than 400 railroad ties between North Road Switch and Newbury Switch. Repairs were made to grade crossings at Borrup and Winkler Road, North Road Interlocking, and to the overall signal system. Our aging signal and power systems continually need repairs, due to fallen trees and storm damage, as does the overhead trolley wire system. Many of our repairs were done using Line Car S-193, which received some long needed structural and walkway repairs from Chris Shaw. Several aerial line repair projects around the property were accomplished with our

recently acquired red bucket truck. Two used 18" diameter pole auger bits that fit our larger pole auger / bucket truck were donated by United Illuminating, allowing us to now have the ability to replace and install new telephone poles. We also installed new batteries donated by SC&ET Department members in the larger line truck.

THANKS to Al Goff, Ben Wallace, Jim Day, Jim Dickenson, and others who helped me keep our aging SC&ET infrastructure working throughout 2014. We also appreciate the important support of the Operating Department, Car Shop, Fire Museum, and other volunteers who worked with us throughout the year.



John Arel using the Museum's bucket truck while performing repairs on the Museum's highline.



Al Goff, Meddy Belliveau and Galen Semprebon.

Social Media Report

Chris Shaw – Public Relations Liaison

2014 was a growing year for our Facebook page. We gained 511 new likes from January 4, 2014-December 31, 2014 bringing our total fans on December 31 to 2,424, including 188 people from other countries. It is important to note that all the likes our page gained in 2014 are “organic” likes, meaning we didn’t pay for them. A lot of companies advertise on Facebook specifically to gain page likes. The problem with this is the audience is not as engaged. Another page I manage has around 20,000 likes, 90% of which were paid. The individual posts on this page are seen, on average, by just as many people as the trolley museum’s. This means the advertising is just as effective as ours (not more), but costs more.

Part of keeping the audience engaged is keeping the page up to date with information that people care about. Our most popular post of 2014 was from December 28th. It was a Point of View

video, recorded by Dave Coppola, as if you were riding the G-gauge layout at Winterfest. This post had 4,160 views. If anyone has museum news or something of interest they would like posted, feel free to e-mail me at cshaw@ceraweb.org.

Our special event pages for Winterfest and Rails to the Darkside also gained this year. Winterfest doubled its fan base to 300 and Rails to the Darkside went from 728 at the beginning of the year to 963 by December 31st.

My goal for 2015 is for the museum’s Facebook page to grow to 3,000 likes, Winterfest to grow to 500 and Rails to the Darkside to 1,500. Also in 2015, the CT Trolley Museum Restoration Shop will have its Facebook page updated more regularly to alert more people to our restoration activities. Again, if you have news, ideas, pictures, or anything of general interest you’d like to see posted on our page(s), please e-mail me at cshaw@ceraweb.org.



Pat McCann in the Museum's backhoe.



2014 Annual Report
Connecticut Electric Railway Assoc., Inc.

Editor / Design - L. J. Bryan

Photograph Credits

Frank Rossano	Pages: 9 & 11
Dave Coppola	Page: 15
L. J. Bryan	Pages: Cover, 3 - 8, 10, 13 - 17

CERA 2014 Annual Report

Form **990**

Return of Organization Exempt From Income Tax

OMB No. 1545-0047

2014

Open to Public Inspection

Department of the Treasury
Internal Revenue Service

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except private foundations)

▶ Do not enter social security numbers on this form as it may be made public.

▶ Information about Form 990 and its instructions is at www.irs.gov/form990.

A For the 2014 calendar year, or tax year beginning 01/01, 2014, and ending 12/31, 20 14

B Check if applicable:
 Address change
 Name change
 Initial return
 Final return/terminated
 Amended return
 Application pending

C Name of organization CONNECTICUT ELECTRIC RAILWAY ASSOCIATION INCORPORATED
 Doing business as The Connecticut Trolley Museum
 Number and street (or P.O. box if mail is not delivered to street address) Room/suite
P O Box 360 58 North Road
 City or town, state or province, country, and ZIP or foreign postal code
East Windsor, CT, 06088-0360

D Employer identification number
06-6070002

E Telephone number
860-627-6540

F Name and address of principal officer: Galen Semprebom
19 Ryan Drive, Ellington, CT 06029-3654

G Gross receipts \$ 408,932

H(a) Is this a group return for subordinates? Yes No
H(b) Are all subordinates included? Yes No
 If "No," attach a list. (see instructions)

I Tax-exempt status: 501(c)(3) 501(c) () ◀ (insert no.) 4947(a)(1) or 527

J Website: ▶ www.ct-trolley.org

K Form of organization: Corporation Trust Association Other ▶

L Year of formation: 1940 **M** State of legal domicile: CT

H(c) Group exemption number ▶

Part I Summary

Activities & Governance	1	Briefly describe the organization's mission or most significant activities: <u>Trolley Museum-education, restoration, preservation.</u>		
	2	Check this box <input type="checkbox"/> if the organization discontinued its operations or disposed of more than 25% of its net assets.		
	3	Number of voting members of the governing body (Part VI, line 1a)	3	11
	4	Number of independent voting members of the governing body (Part VI, line 1b)	4	11
	5	Total number of individuals employed in calendar year 2014 (Part V, line 2a)	5	10
	6	Total number of volunteers (estimate if necessary)	6	189
	7a	Total unrelated business revenue from Part VIII, column (C), line 12	7a	0
	b	Net unrelated business taxable income from Form 990-T, line 34	7b	0
Revenue	8	Contributions and grants (Part VIII, line 1h)	Prior Year <u>70,485</u>	Current Year <u>167,862</u>
	9	Program service revenue (Part VIII, line 2g)	<u>200,523</u>	<u>213,225</u>
	10	Investment income (Part VIII, column (A), lines 3, 4, and 7d)	<u>538</u>	<u>505</u>
	11	Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	<u>12,603</u>	<u>14,966</u>
	12	Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	<u>284,149</u>	<u>396,558</u>
Expenses	13	Grants and similar amounts paid (Part IX, column (A), lines 1–3)	<u>0</u>	<u>0</u>
	14	Benefits paid to or for members (Part IX, column (A), line 4)	<u>0</u>	<u>0</u>
	15	Salaries, other compensation, employee benefits (Part IX, column (A), lines 5–10)	<u>58,839</u>	<u>51,447</u>
	16a	Professional fundraising fees (Part IX, column (A), line 11e)	<u>0</u>	<u>0</u>
	b	Total fundraising expenses (Part IX, column (D), line 25) ▶ <u>0</u>		
	17	Other expenses (Part IX, column (A), lines 11a–11d, 11f–24e)	<u>234,100</u>	<u>280,006</u>
	18	Total expenses. Add lines 13–17 (must equal Part IX, column (A), line 25)	<u>292,939</u>	<u>331,453</u>
Net Assets or Fund Balances	19	Revenue less expenses. Subtract line 18 from line 12	<u>-8,790</u>	<u>65,105</u>
	20	Total assets (Part X, line 16)	Beginning of Current Year <u>1,969,088</u>	End of Year <u>2,032,078</u>
	21	Total liabilities (Part X, line 26)	<u>288,500</u>	<u>286,385</u>
	22	Net assets or fund balances. Subtract line 21 from line 20	<u>1,680,588</u>	<u>1,745,693</u>

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge.

Sign Here

Signature of officer: _____ Date: _____
Frederick Stroiney, Chairman
 Type or print name and title

Paid Preparer Use Only

Print/Type preparer's name: _____ Preparer's signature: _____ Date: _____
 Check if self-employed PTIN: _____
 Firm's name: _____ Firm's EIN: _____
 Firm's address: _____ Phone no.: _____

May the IRS discuss this return with the preparer shown above? (see instructions) Yes No

For Paperwork Reduction Act Notice, see the separate instructions.

Cat. No. 11282Y

Form **990** (2014)

CERA 2014 Annual Report

Part VIII Statement of Revenue

Check if Schedule O contains a response or note to any line in this Part VIII

			(A) Total revenue	(B) Related or exempt function revenue	(C) Unrelated business revenue	(D) Revenue excluded from tax under sections 512-514	
Contributions, Gifts, Grants and Other Similar Amounts	1a	Federated campaigns	1a 0				
	b	Membership dues	1b 21,765				
	c	Fundraising events	1c 0				
	d	Related organizations	1d 0				
	e	Government grants (contributions)	1e 0				
	f	All other contributions, gifts, grants, and similar amounts not included above	1f 146,097				
	g	Noncash contributions included in lines 1a-1f: \$	0				
	h	Total. Add lines 1a-1f	167,862				
Program Service Revenue			Business Code				
	2a	Winterfest Seasonal Rides & Exhibits	712110	73,033	73,033	0	
	b	Youth Rails to the Dark Side Rails & Ex	712110	56,074	56,074	0	
	c	Collection Viewing, Rides, Exhibits	712110	41,963	41,963	0	
	d	Children Pumpkin Patch Rides & Exhibit	712110	21,859	21,859	0	
	e	Children Fun Days & Parties Rides & Ex	712110	14,836	14,836	0	
	f	All other program service revenue		5,460	5,460	0	
g	Total. Add lines 2a-2f		213,225				
Other Revenue	3	Investment income (including dividends, interest, and other similar amounts)		505	505	0	
	4	Income from investment of tax-exempt bond proceeds		0	0	0	
	5	Royalties		0	0	0	
	6a	Gross rents	(i) Real				
			(ii) Personal				
	b	Less: rental expenses					
	c	Rental income or (loss)	0	0			
	d	Net rental income or (loss)					
	7a	Gross amount from sales of assets other than inventory	(i) Securities				
			(ii) Other				
	b	Less: cost or other basis and sales expenses					
	c	Gain or (loss)	0	0			
	d	Net gain or (loss)					
	8a	Gross income from fundraising events (not including \$ 0 of contributions reported on line 1c). See Part IV, line 18	a				
	b	Less: direct expenses	b				
c	Net income or (loss) from fundraising events						
9a	Gross income from gaming activities. See Part IV, line 19	a					
b	Less: direct expenses	b					
c	Net income or (loss) from gaming activities						
10a	Gross sales of inventory, less returns and allowances	a	24,632				
	Less: cost of goods sold	b	12,374				
	Net income or (loss) from sales of inventory		12,258	12,258	0	0	
Miscellaneous Revenue			Business Code				
11a	Insurance Recovery	712110	2,708	2,708	0	0	
b							
c							
d	All other revenue		0	0	0	0	
e	Total. Add lines 11a-11d		2,708				
12	Total revenue. See instructions.		396,558	228,696	0	0	

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Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns. All other organizations must complete column (A).

Check if Schedule O contains a response or note to any line in this Part IX

Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.

	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1 Grants and other assistance to domestic organizations and domestic governments. See Part IV, line 21	0	0		
2 Grants and other assistance to domestic individuals. See Part IV, line 22	0	0		
3 Grants and other assistance to foreign organizations, foreign governments, and foreign individuals. See Part IV, lines 15 and 16	0	0		
4 Benefits paid to or for members	0	0		
5 Compensation of current officers, directors, trustees, and key employees	0	0	0	0
6 Compensation not included above, to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)	0	0	0	0
7 Other salaries and wages	46,073	46,073	0	0
8 Pension plan accruals and contributions (include section 401(k) and 403(b) employer contributions)	0	0	0	0
9 Other employee benefits	1,849	1,849	0	0
10 Payroll taxes	3,525	3,525	0	0
11 Fees for services (non-employees):				
a Management	0	0	0	0
b Legal	0	0	0	0
c Accounting	0	0	0	0
d Lobbying	0	0	0	0
e Professional fundraising services. See Part IV, line 17	0			0
f Investment management fees	0	0	0	0
g Other. (If line 11g amount exceeds 10% of line 25, column (A) amount, list line 11g expenses on Schedule O.)	0	0	0	0
12 Advertising and promotion	16,751	16,751	0	0
13 Office expenses	16,198	14,523	1,675	0
14 Information technology	679	679	0	0
15 Royalties	0	0	0	0
16 Occupancy	99,917	89,925	9,992	0
17 Travel	0	0	0	0
18 Payments of travel or entertainment expenses for any federal, state, or local public officials	0	0	0	0
19 Conferences, conventions, and meetings	0	0	0	0
20 Interest	15,460	15,460	0	0
21 Payments to affiliates	0	0	0	0
22 Depreciation, depletion, and amortization	55,325	55,325	0	0
23 Insurance	10,750	10,750	0	0
24 Other expenses. Itemize expenses not covered above (List miscellaneous expenses in line 24e. If line 24e amount exceeds 10% of line 25, column (A) amount, list line 24e expenses on Schedule O.)				
a Visitor Experience & Event related	24,632	24,632	0	0
b Restoration & Repairs - Trolleys & Rolling Stock	24,423	24,423	0	0
c Track Repairs	15,165	15,165	0	0
d Misc Volunteer Expenses	706	706	0	0
e All other expenses				
25 Total functional expenses. Add lines 1 through 24e	331,453	319,786	11,667	0
26 Joint costs. Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation. Check here <input type="checkbox"/> if following SOP 98-2 (ASC 958-720)				

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Part X Balance Sheet

Check if Schedule O contains a response or note to any line in this Part X

		(A)		(B)
		Beginning of year		End of year
Assets	1 Cash—non-interest-bearing	13,060	1	22,867
	2 Savings and temporary cash investments	196,338	2	273,934
	3 Pledges and grants receivable, net	0	3	0
	4 Accounts receivable, net	0	4	0
	5 Loans and other receivables from current and former officers, directors, trustees, key employees, and highest compensated employees. Complete Part II of Schedule L	0	5	0
	6 Loans and other receivables from other disqualified persons (as defined under section 4958(f)(1)), persons described in section 4958(c)(3)(B), and contributing employers and sponsoring organizations of section 501(c)(9) voluntary employees' beneficiary organizations (see instructions). Complete Part II of Schedule L	0	6	0
	7 Notes and loans receivable, net	0	7	0
	8 Inventories for sale or use	9,836	8	10,748
	9 Prepaid expenses and deferred charges	0	9	
	10a Land, buildings, and equipment: cost or other basis. Complete Part VI of Schedule D	10a 2,407,128		
	b Less: accumulated depreciation	10b 1,118,616	1,313,837	10c 1,288,512
	11 Investments—publicly traded securities	0	11	0
	12 Investments—other securities. See Part IV, line 11	0	12	0
	13 Investments—program-related. See Part IV, line 11	0	13	0
	14 Intangible assets	0	14	0
	15 Other assets. See Part IV, line 11	436,017	15	436,017
16 Total assets. Add lines 1 through 15 (must equal line 34)	1,969,088	16	2,032,078	
Liabilities	17 Accounts payable and accrued expenses	2,676	17	5,261
	18 Grants payable	0	18	0
	19 Deferred revenue	0	19	0
	20 Tax-exempt bond liabilities	0	20	0
	21 Escrow or custodial account liability. Complete Part IV of Schedule D	0	21	0
	22 Loans and other payables to current and former officers, directors, trustees, key employees, highest compensated employees, and disqualified persons. Complete Part II of Schedule L	0	22	0
	23 Secured mortgages and notes payable to unrelated third parties	285,824	23	281,124
	24 Unsecured notes and loans payable to unrelated third parties	0	24	0
	25 Other liabilities (including federal income tax, payables to related third parties, and other liabilities not included on lines 17-24). Complete Part X of Schedule D		25	
	26 Total liabilities. Add lines 17 through 25	288,500	26	286,385
Net Assets or Fund Balances	Organizations that follow SFAS 117 (ASC 958), check here <input checked="" type="checkbox"/> and complete lines 27 through 29, and lines 33 and 34.			
	27 Unrestricted net assets	1,554,667	27	1,530,463
	28 Temporarily restricted net assets	125,921	28	215,230
	29 Permanently restricted net assets	0	29	0
	Organizations that do not follow SFAS 117 (ASC 958), check here <input type="checkbox"/> and complete lines 30 through 34.			
	30 Capital stock or trust principal, or current funds		30	
	31 Paid-in or capital surplus, or land, building, or equipment fund		31	
	32 Retained earnings, endowment, accumulated income, or other funds		32	
33 Total net assets or fund balances	1,680,588	33	1,745,693	
34 Total liabilities and net assets/fund balances	1,969,088	34	2,032,078	

Form 990 (2014)

CERA 2014 Annual Report



THE CONNECTICUT ELECTRIC RAILWAY ASSOCIATION, INC
 58 NORTH ROAD P.O. BOX 360
 EAST WINDSOR, CONNECTICUT 06088-0360
 OFFICE: 860-627-6540 FAX: 860-627-6510
 EMAIL: OFFICE@CT-TROLLEY.ORG



Museum Members, Visitors, & Friends-

Another year has come and gone. While the museum has accomplished a number of projects in 2014, there is always more to do. With that, there is the need for funding to do these projects. The following are key projects for 2015 that need additional funding to complete.

Track: In 2014, the museum invested over \$15,000 in tie replacement and other track improvements. This year, money is needed to rehab yard tracks and turnouts at the museum. \$ _____

Signals & Overhead: In order to operate our streetcars, we need to maintain 1.5+ miles of pole line and overhead wire. Due to our aging infrastructure, a number of poles need to be replaced. \$ _____

Secure the Collection: With a large part of the collection still stored outside, the museum has begun fundraising for future buildings to secure the collection. In addition to donations, the museum is pursuing grants for this project, some of which may require matching funds. \$ _____

Restoration Shop: General Restoration Shop fund to be used on projects ongoing in the shop. \$ _____

Connecticut Co. car 1326: The museum's "Birthday Car" which ran in Waterbury, CT. In 2012, 1326 was one of three cars vandalized in Woods Barn. The restoration on this car is nearing completion, however, money is needed for a few final items, including motor repair. \$ _____

Brooklyn Rapid Transit car 169: In the restoration shop, volunteers are working to restore car 169, a single truck closed streetcar built in 1894. Considerable progress has been made on the car, but money is needed to fabricate missing components, replace windows, and paint the car. \$ _____

Car Barn Maintenance: All of the car barns at the museum are around 50 years old. Over the years, they have developed issues, the most problematic being roof leaks. In 2014, the museum invested in a new roof for the Car Shop. In 2015, one of the major projects will be repairing the roof to Kelly Barn. \$ _____

Northern Barn Fund: As the museum continues to grow, additional operating car barn space is necessary. Funding is needed to upgrade Northern Barn to an operating car barn. \$ _____

Endowment Fund: In 2010, the museum started an Endowment Fund. The Endowment Fund currently has \$10,002.38 in its dedicated account. \$ _____

Exhibits: \$ _____

General Fund: \$ _____

Pick-A-Project: Pick your own project to contribute to: _____ \$ _____

Donations may be made by Cash, Check, Credit Card (Visa, MasterCard, Discover), or Paypal (See Website). Thank you for your generosity. Please remember that all donations are tax deductible. **TOTAL:**
 \$ _____

Name (or Business Name): _____
 Address: _____ City/State/Zip: _____
 Credit Card #: _____ Exp Date: _____ Security Code: _____
 Check to remain **ANONYMOUS**. Donors are recognized in the museum's quarterly newsletter.

Does your employer have a matching program for donations to non-profit organizations? Many employers do. Please check with your employer and attach any necessary paperwork for your employer's matching program. This is an easy way to double your donation's value to the museum. Thank you.