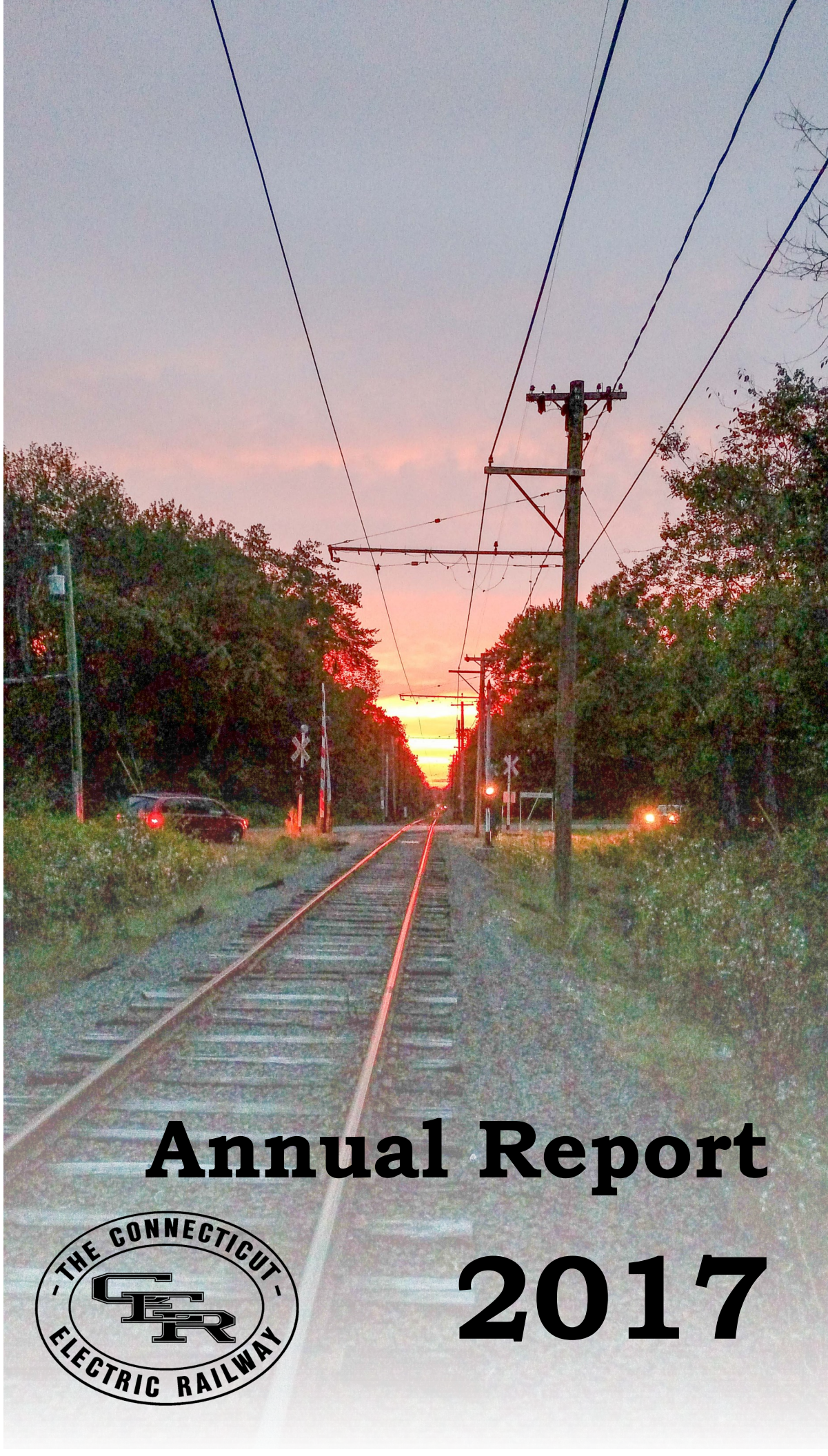
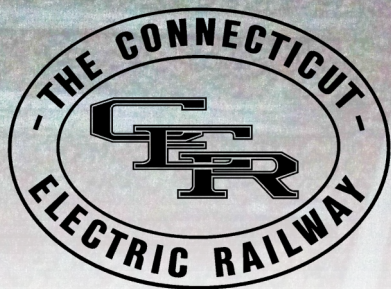


The Connecticut Electric Railway Association, Inc



Annual Report

2017



The Connecticut Electric Railway Association, Inc.

Corporate Officers

Chairman of the Board — Theodore Coppola

Vice Chairman of the Board — James Miller

President — Galen Semprebon

Vice President — Lawrence Bryan

Treasurer — Stephen Taylor

Corporate Secretary — Timothy Lesniak

Board of Directors

John Arel	Theodore Coppola	James Miller	Ed Prajzner
Robert Brogle	Sara Garthwait	Stephen Mitchell	Galen Semprebon
Lawrence Bryan	Timothy Lesniak	Brian O'Leary	Stephen Taylor

Department Heads

Business Manager — Gina Maria Alimberti

Recording Secretary — Sara Garthwait

Safety & Security Officer — Bert Johanson

Volunteer Coordinator — Larry Lunden

Superintendent of Railway Operations — Brian O'Leary

Assistant Superintendent of Railway Operations — Roger Pierson

Chief Motorman — Richard Osborne

Superintendent of Track — David Coppola

Superintendent of Signals Communication & Electric Traction — Lawrence Bryan

Superintendent of Car Shop — John Pelletier

Assistant Superintendent of Car Shop — Kelly Buffum

Buildings Manager — Lawrence Bryan

Grounds Manager — (Vacant)

Gift Shop Manager — Gina Maria Alimberti

Webmaster — Matthew Cosgro

Information Technology Committee Chair — Lawrence Bryan

Development Committee Chair — Michael Speciale

Exhibits Committee Chair — Timothy Lesniak

Chairman's Report

Theodore Coppola - Chairman of the Board of Directors

The landscape around our museum is changing. There have been many improvements that have taken place, some visible, some behind the scenes. Each of the departmental reports will detail these activities of the past year.

We continue to improve our facilities, making them more appealing to our visitors and more efficient for our volunteers. We tightened the language in our existing Bylaws, to remove ambiguities of the last century. To keep pace with our needs, we increased our expenses (and income) from 2016 to 2017 by 21 percent. However, the reality behind this increase is a "double edged sword".

Our Vulnerabilities

I have mentioned in previous publications membership and volunteer meetings that the shape and demographics of our surrounding world and community are changing.

We are caught between increasing visitor expectations, declining membership, declining volunteer hours and an ever aging streetcar fleet. The declining membership and volunteer hours can be traced back to a disappearing older age group.

During 2017 we consciously decided to bolster the declining volunteer hours with outside contractors to handle the conventional facility items and urgent repairs.

The cost of maintaining the fleet and the right of way is also increasing. These increasing expenses need to be offset with increased income. Income comes primarily from the Programs (*Easter Bunny Fun Days, Pumpkin Patch, Rails to the Darkside, Winterfest* and several one day events); it is predominantly the volunteers who make the Programs happen.

The change in composition leaves less volunteer hours available to do the specialized and irreplaceable tasks (street car restoration for example) around the museum. (Here is the two edged sword.) With this comes renewed emphasis on adding tools and equipment to make our volunteers as productive as possible, more expenses.

The graphs below show the income makeup for 2017 and

2016. Donations are the wild card and vary from year to year.

Please note that the Programs are supplying a large portion (and more absolute dollars) each year. And, this trend has been going on for many years.

Obtaining Balance

Members pay dues and are not necessarily volunteers. Volunteers contribute their time and are not necessarily members. Visitors are not necessarily either. We need to clearly differentiate these groups and their impact.

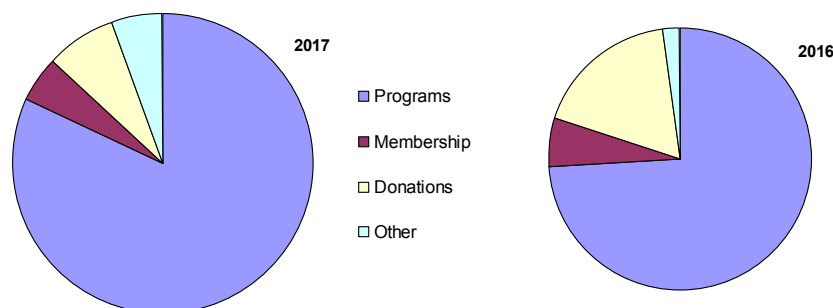
This has been leading to a large equity imbalance. Membership dues supply 6% of our income and have voting privileges. Volunteers enable the Programs which supply 82% of our income and many of these volunteers are not members and hence have no voice in the museum's governing. This has been a growing concern in area of donations and interacting with philanthropic foundations. You will be seeing more discussion of this topic in the future.

Closing

In the short term, 2017, was a very good year. The Programs and the volunteers who "made it happen," stepped up, and exceeded our expectations. Rails to the Dark Side and Winterfest had banner seasons, each passing the \$100,000 level.

2018 will bring more juggling, trying to balance all the topics and tasks. And path to the next set of goals will still be shouldered by volunteers. We need to help share that load, by gaining more volunteers. We need to recruit and cultivate the next generation.

One group will always be in the vanguard of carrying the museum. My deepest thanks to all the volunteers.



President's Report

Galen Semprebson - President

2017 was a tremendously successful year for the museum with many exciting events and improvements happening throughout the year.

Due to the extremely successful special events that started with an expanded 4-day *Easter Bunny Fun Day*, continuing through the summer with the *Fire Truck Day*, *Super Hero & Princess Day*, and other special events. Then came the fall with *Rails to the Darkside* and *Pumpkin Patch*, with the year culminating with our *Winterfest* event. Overall all the events were substantially up which provided the museum a great infusion of income. The great visitor turnout is due to a number of factors including an increased emphasis on social media.

repairs and upgrades in 2017, including some tie replacement, and overhead wire repairs and maintenance. A number of pieces of equipment were purchased for the track department in 2017 including a new rail saw, track drill and Pettibone. A Pettibone is a small front-end loader type of machine specially designed for track work. Thanks to all who do this work which is often done when we are closed so as not to interfere with operations.

We operated throughout the year, and as always, our operations department came through in staffing the museum for all our operations. It takes a considerable commitment by many of our operators to keep the museum running, particularly during our hectic fall and winter special events. Seeing many of the same faces night after night, reminds me of their exceptional dedication to the museum.

The shop kept the operating fleet in order, and replaced two motors this year. 1326 (CT Co. Closed Car) and 5645 (Boston Type 5) both had motors reconditioned and replaced this year, so now both cars are operating on 4 motors.

Progress has been significant on the shops main restoration project this year, 3001, a CT Company double truck Birney car. The car has been disassembled down to the frame and steel work is progressing to repair the framing on the car.

Other shop projects including 169 (single truck Brooklyn closed car), and the Northern (Northern Ohio Private car presently on display inside the visitor center) which is the shops winter project, both saw great progress in 2017.

There are many other projects and events happening throughout the museum, so please review each department report for more details.

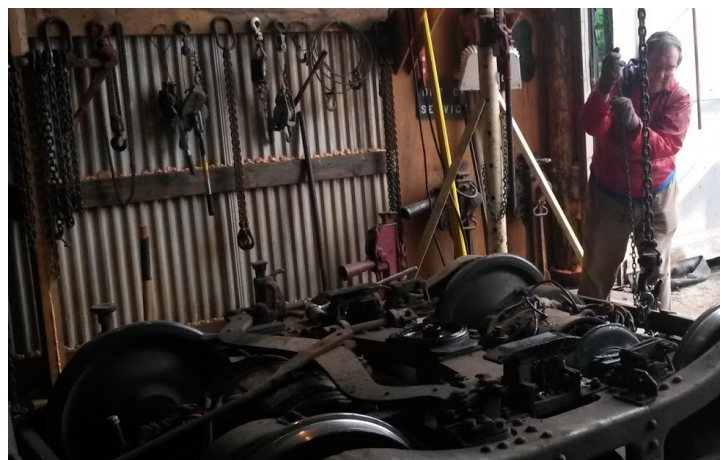


Princesses posed on the New York Ontario & Western Caboose in the Visitor Center during Super Hero & Princess Day - August 25, 2017

The infusion of cash has allowed some much-needed improvements and infrastructure work to happen.

On the building side of things, under the supervision of Larry Bryan, the Visitor Center's 30 years-old furnace was replaced with two efficient units, which will result in significant cost savings for years to come on our natural gas bills. Other building work included the rehabilitation of our sanitary sewer pump station with new controls and pumps, and other improvements to the visitor center.

Our track and overhead received some much-needed



Larry Lunden removing a motor from car 5645's truck

Treasurer's Report

Stephen Taylor - Treasurer

The Association had a great year in 2017. Net Income, before depreciation and special projects \$82,473.

Rails to the Darkside brought in \$106,154 which was \$41,218 up from last year, +63.5%. Weather was good to us this year.

Receipts for Pumpkin Patch were \$33,962 up from last year \$+2,153 / +6.8%.

General admissions were up +12.6% compared to last year at \$49,852.

Winterfest income was \$105,210 which was +18.9% over last year. We lost a couple of days due to snow. This event continues to grow; we added some new things this year.

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

We had a great Easter Bunny fun days, income for Easter Bunny was +120% over last year. This is because we have expanded the event to multiple days.

Gift shop sales were \$30,542 which was up +15.2% to last year.

Total donations were down -\$2851 or -5.8%. Thank you to all that have donated to the museum. For those that would like to, you can give to the general fund or a specific car or fund.

Membership is down -319 or -1.6% (This makes a great gift). Library Passes up +650 or +11.0%

These numbers are important because this is where many of our volunteers come from. We all need to work on continuing to improve these numbers so that we have more hands to do all the work we do to maintain our museum to the high standards we have set for ourselves and our guests expect from us.

We had a good year on Birthday parties we were up \$1708 from last year. +23.2%. It was great to see 1326 back on the track and working the birthday parties again.

The guest operator program stalled on the track this year, again down -25.3%. Please continue promote this program these people are our future operators, as we continue to grow we will need more people.

Financial Development Report

Michael Speciale - Development Committee Chair

This was a watershed year for the Museum as we created a Development Department to better organize and manage our fund raising activities. We expect to be involved with all aspects of fund raising including our operational needs, special projects including restoration and exhibits developments, capital improvements and even endowment. We have a long way to go, but we are off to a good start.

We are fortunate to have the assistance of Dulcie Giadone who has volunteered to serve as the Museum's Grants Administrator. Thanks to her efforts and the support of our Business Manager Gina Maria Alimberty and several key Museum directors and volunteers, we have achieved some early success.

Gina worked hard to create a Corporate Partnership program and successfully solicited a number of area businesses to sign up. We are now her with reaching out to many more businesses to expand the program. We continued to run an Annual Fund Drive directed to the alumni members and will continue to do so each year going forward.

Dulcie secured a \$2,000 grant from the George & Grace Long Foundation to support our Visitor Experience Program in 2018. Also, secured was a \$25,000 matching grant award from the 20th Century Electric Railway Foundation to support restoration of Connecticut Company Car #3001. An award for the same purpose was a \$1,500 grant from the Tom E. Dailey Foundation.

Thanks to the Hartford Foundation for Public Giving for accepting our request to participate in their Nonprofit Support Assessment Program. This is a free service designed to help board members and key staff understand governance and management issues affecting their organization and identify priorities for future planning and action. The Board and the Business Manager worked with Consultant Cathy Cohen.

2017 income from donations, grants and sponsorships exceeded \$34,000. We are hard at work preparing more grant requests and making a major effort to attract more Corporate Partners. If you would like to help in these efforts, please contact Gina Maria Alimberty at the office.

Business Manager's Report

Gina Maria Alimberti - Business Manager

We started the year off with an Opening Day celebration on April 1st. Visitors had the opportunity to sample wine and beers from local wineries and breweries. Additionally, NY Life facilitated their child ID program, Shaker Pines Fire Department provided car seats demonstrations, Star War characters were roaming the grounds and had live entertainment. We hosted four Easter Fun days which proved to be very popular as we brought in more visitors than the previous years! April School Vacation week went well with the visitors enjoying the spring weather.

May's focus was hiring and training two educators. The educators were trained as Motormen along with giving tours and helping with educational program during the summer. The *Fire Truck Show* was held in May and all the visitors were really pleased with the activities. The big hit was the smoke trailer brought in by Shaker Pines Fire Department. Visitors were able to walk through the smoke trailer which simulated a house fire. We hosted a CPTV Music video shoot on May 22nd. The video was shot in the Visitors Center and inside one of the trolleys operating down the line.

Summer hours started the week of June 19th. We hosted many groups, birthday parties & the Guest Motormen Program. The popular Connecticut Open House day was held on June 10th and Father's Day Behind the Scenes tour was held on June 18th. We held a Motorman Volunteer Recruitment night on June 29th and over 15 potential motormen attended.

July was heavily attended with summer groups, birthday parties, guest motormen, and educational programs. We held *Fantastic Fridays* including: *Christmas in July*, a children's book reading, *Fast Forward Friday*, and *Track that Animal* presented by Lutz Children's Museum. Every Monday, we held *Storytime* in a trolley which was very popular. We held three weeks of motorman training and even a Wedding!

In August we continued our *Fantastic Fridays* including *Fair Friday*, *Passenger from the Past*, *Science Day*, and the most popular *Super Hero & Princess Day* bringing in over 1100 visitors. Our Motorman dressed up as super heroes exciting all the young visitors! We held a Volunteer Dinner and Movie night on August 14th.

September was quiet visitor wise but all the volunteers and staff were in full swing getting ready for *Pumpkin Patch* and *Rails to the Darkside*. We held a nighttime photo shoot and a wedding party photo shoot. September 16th we held a Volunteer Dinner & Award night handing out over 50 appreciation trinkets & awards.



A young motorman tries on his outfit for the first time.

October was very busy with *Pumpkin Patch* and *Rails to the Darkside*. Attendance for both events was higher than the previous year! We added Photo Ops at the Pumpkin Patch field and at the children's activity area outside for Pumpkin Patch. Fox 61 taped *Rails to the Darkside* while experiencing the scare for themselves for their Daytripper's show. Thanks to reporter Jimmy Altman! Thank you to Shaker Pines Fire Department, Galen and all of our volunteers for all their time and energy put into Rails.

November was a very busy month for volunteers and staff getting ready for *Winterfest*. Many weekends and nighttime hours was spent decorating and setting up for the biggest event of the year. We held a Members only night and Connecticut Children's Hospital Toy Drive on November 30th and were able to collect two huge bins for the hospital.

Winterfest started on Nov 24th and ran every Friday, Saturday and Sunday through Dec 31st including Winter School break. A big addition to *Winterfest* was a synchronized music and light show on the line. The Trolleys were able to stop and watch the show during their run. Santa was in the caboose which was very popular amongst the children. Elsa from Frozen made some appearances and the kids just loved it! Our attendance was through the roof and one night traffic was backed up to Interstate 91. . Again, a BIG Thank You to all of our wonderful dedicated *Winterfest* Volunteers!

2017 was a very busy year but extremely successful! I am very proud of the volunteers and staff for being able to pull all these events off. We are truly fortunate to have the volunteers we do, and we are grateful!



Volunteerism Report

Larry Lunden - Volunteer Coordinator

This year has been a year of transitions in the Volunteer Coordinator's duties.

The largest transition was to convert the volunteer database from File Maker to Microsoft Access. The old software was out of date, and there was need to upgrade it. This gave me an opportunity to review the data I am holding, and revise it to meet my new requirements. I converted the data to Access and wrote new screens and reports as needed. I can now produce the reports that are needed by management and by the volunteers.

A new duty that I took on is the entry of our volunteer hours. This used to be handled in a File maker database, but we found that it was no longer useable. We also found that the old data was not recoverable. So I started fresh with the 2017 data in the new Access database. I am entering the data from the sign in sheets in the member's room and in North Road Station. I also get data from the Fire Museum and from people who work from home. For people who work from home, or otherwise away from the museum, I have a system where you can submit your hours on a spreadsheet. This way I can copy the data directly into the database. Ask me for details.

My biggest challenges include reading the names on the sign in sheets. I am constantly asking others to help me read the names. Many times the only way I

know a person was here is that they signed in, and the spelling is only my best guess. Also sometimes people forget to sign out when they are finished, and I have to guess how long they worked. Also sometimes people sign in two places at the same time, and I have to chase that down and adjust it.

Another new duty I assumed is the Community Service hours. We have several volunteers who come here for Community Service hours for school. I created a separate sign in sheet for Community Service, and I have those hours integrated into the volunteer database as well. Then I will issue an acknowledgement letter for the volunteer's use. This is available on request. Ask me for details.

This year we added 81 new volunteers, bringing the number of active museum volunteers up to 203.

Our volunteers signed in 2891 times, and contributed a total of 16,628 hours of service to the museum. 5116 hours were devoted to Operations. 2294 hours were devoted to Winterfest, Just 38 of our volunteers contributed 75% of the hours.

We are continuing to use volunteer.unitedwayinc.org, Createthegood.org, and www.volunteersolutions.org web sites to recruit volunteers. Links to all of them are on the volunteer page of our web site. Please check them out for the latest opportunities we have.

Railway Operations Report

Brian O'Leary - Superintendent of Railway Operations

We started 2017 with a roster of approximately 47 Motormen/Conductors and six Junior Motormen. There were six cars available for service.

During the year, nine of the above Motormen were inactive, 14 worked less than ten days, leaving 19 who were available all summer.

In order to address this shortage of Motormen, we ran a "Recruitment Evening Session" which garnered a dozen or so students. A few decided not to pursue training and some passed the classroom training, but did not complete their Road Training for various reasons. The net result was eight new Motormen. We also trained two Museum Docents who helped out when necessary. This increased the total number of our active Motormen for the summer to 38.

We started the 2017 year with five Junior Motormen. We trained four more for a total of nine active Junior Motormen.

Our passenger counts have increased substantially, especially for special events. We desperately need more Motormen and Conductors!! Every member of our Museum is, or should be, a recruiter if our Museum is to flourish and achieve our goals. Many of our active members are growing old or moving to retirement areas. Some relocate due to employment issues. Ask, suggest, encourage...whatever it takes to interest someone in or Museum and, by all means, give him or her an application form!!

The return to a more prototypical type of operation, reflective of the era in which our cars ran, has been well received by our passengers. We will continue this for the 2018 season. We plan to run cars on a 30 minute basic schedule this year, running on the hour and half-hour. On days that a Dispatcher is on duty, and Motormen are available, some flexibility can, and will, be employed.

In 2017, we carried 40,489 passengers in 154 days by running a total of 1,738 passenger trips!! WOW! Additionally, we ran 151 line check/maintenance trips, 75 training trips and 13 Guest Motorman trips for a grand total of 1,977 trips. With sufficient cars available and signal problems addressed, we plan to do more! Thank you, Larry Bryan, for the statistics.

Roger Pierson will continue to serve as Assistant Superintendent of Operations and Rick Osborne will continue to serve as Chief Motorman. Our Training Program has been updated. Trainers for 2018 are Brian O'Leary, Sheila Numrych, Rick Osborne and Ray Nobile and we may be adding one more person. In addition to training new recruits, Trainers are always available for assistance or advice, should any member of the Museum need it. Gina Maria Alimberti will continue to maintain the "staffing site."

We can do more, and WILL do more for 2018 if EVERYONE takes the time to talk to our visitors, tell them about our programs, and entice them to join our museum!



George Morris and Carolyn Levesque posed with Car 355 on Super Hero and Princess Day on August 25, 2017

Maintenance of Way Report

David Coppola - Superintendent of Track

2017 proved to be another productive year for the Connecticut Electric Railway Maintenance of Way Department (MOW). The department saw a fair share of new volunteers coming out to work as well as the purchasing of several new pieces of equipment towards the end of the calendar year.

The year started off like any other; annual cleaning of flangeways, clearing of debris and brush and first round of oil and grease for the switches. Higher temperatures and dry weather allowed the department to immediately resume tie work in Kelly Yard. This project is ongoing due to the tedious task of removing wet earth from between the remaining ties in order to create a space to install new ones and to allow for ballast tamping once the project is complete. The shop area also saw some improvements. The Northern Barn Track #1 & #2 switch received a minor rebuild, installing new headblocks, switch timbers and rebuild groundthrow. Combined, these upgrades now allow safe and reliable access to Northern Barn (Track #2 having been upgraded in 2015). Up until this time, the switch could not be 'thrown' without 'barring' the points over due to the poor condition of the timbers submerged in dirt.

It would appear that tie work seemed to be a main focus for 2017 in some form or another. By mid-summer, the department had collected majority of the disposed ties along mainline, left behind from contract work back in 2014. Moving the ties along the ROW is not as easy as one may think. Without machinery, the department relies only on man power to handle the ties, of which are either falling apart or water logged. It is a back breaking task especially in the summer heat. A huge thank you to all involved.

Luckily, not all of the ROW cleanup is man power based. During the end of summer, the department was tasked with clearing the area around Hancock Siding for a new Winterfest display that winter. This entailed removing the large tie piles either side of the tracks, clearing of trees on the North side, as well as grading off the area for vehicle access. This could not be accomplished without machinery. With the aid of a mini-excavator & wood chipper, in a matter of four work days, the area was clear.

Colder weather marked the end of project work for the MOW department. Efforts were diverted to end of the year special events, much as any other year. The department still saw some work to be done; re-railing cars and tending to issues that occur due to the cold climate. For the most part, we retreated back to the warmth of the indoors to begin planning for the

following season. As a part of the planning, the opportunity arose to purchase some vital track equipment, which would also be beneficial to several other departments. The first of which would include a new rail drill and rail saw. Up until this point, the museum was dependent on borrowing specialty tools and machinery from outside sources. We been donated an older rail drill at the beginning of the year, however, the machine was not ideal. The lack of machinery restricted the potential projects the museum could undertake without outside aid. With the tools, we can now cut & drill, replace sections of rail, replace switch points, repair broken joints, drill and install new wire grounds, etc. The list of new tasks is constantly being added to.

Additionally, at the close of the year, the museum purchased a very important, multi-purpose machine for the department known as a 'Speedswing'. Manufactured by Pettibone, the speedswing is a front-loader like piece of machinery, with the front bucket and arm mounted atop a turret which has the ability to swing 180 degrees left to right. Auxiliary hydraulic lines run the length of the arm to run additional attachments such as an auger or grapple. An auxiliary airline is also included on the machine which will allow for the remote use of air tools such as an air tamper for tamping ballast. Most importantly, the Pettibone is equipped with hy-rail gear, meaning that it can travel down the track on its own set of flanged wheels in addition to moving about the ground with rubber ties. By January 2018, the Pettibone arrived in Connecticut having made its long journey from Minnesota. Upon arrival, the 'Bone has immediately proved to be a great benefit to the shop and MOW departments.

Special thanks go out to the volunteers of the department, who come and lend a hand time and time again for the organization.



Dave Coppola posed with the newly acquired Pettibone in January. The track machine was purchased by the museum in December 2017

Signal Communication & Electric Traction Report

Lawrence Bryan - Superintendent of Signals Communication & Electric Traction

Since midyear, SC&ET activities have been ramping up beginning with the addressing of a few overhead issues which has eliminated a number of annoying trolley pole tracking issues. However, more work to our overhead, signal and crossing systems needs to be done and it looks like 2018 will be an even busier year. Special thanks go to Bill Stolba, Ray Nobile and Don Nordell for their assistance and expertise. Their help is invaluable. Here's the highlights of the 2017 activities:



Signal bond replacement at Winkler Rd on December 16, 2017

Kelly Yard Overhead Repairs. In August and September the SC&ET crew of Stolba & Bryan worked on the overhead in Kelly Yard:

- The span wire across all tracks at the North end of Kelly Yard was raised on the East side which lifted the wire over Track 1 & 2.
- The back guy on the East pole at the North end of Kelly yard was tightened.
- A new span wire was run diagonally across the yard.
- The Track 2/3 wire frog was lifted by connecting it to the new span wire and it was also moved a bit towards Track 1.
- A short length of failed span wire that was removed earlier in the year was replaced and extended improving the alignment of the Track 2/3 wire frog.
- The span wire across all tracks at the South end of Kelly Yard just before the driveway in front of Kelly Barn was raised about 14" at the East pole.

All of the above work resulted with improved tracking of poles during moves in and out of Kelly barn.

In addition to the repairs in Kelly Yard, the following repairs were made to other areas of the museum's

overhead line:

- Guy Wire Repair. A broken guy wire on the pole line just East of the North Road Interlock was replaced which corrected the alignment of the North Road Switch Wire Frog. This realignment greatly improved the tracking of trolley poles through the curve into Track 2.
- Broken Cross Arm Replaced. Using our bucket truck in August Bill Stolba was able to replace a broken cross arm on the high voltage line at the South Side of Hancock Siding. While he was there, trees were cleared back from the wires.
- In the spring a bad pole on the loop track next to Kelly barn was replaced.
- Wire frog at Newberry Siding Removed. Newberry siding has been out of service for many years and in November a tip on the West end frog for the wire leading into the siding was discovered broken. As the siding was out of service, the damaged frog was removed.



Ray Nobile & Bill Stoba removing the failed wire frog at the west end of Newberry Siding

Trolley Restoration Report

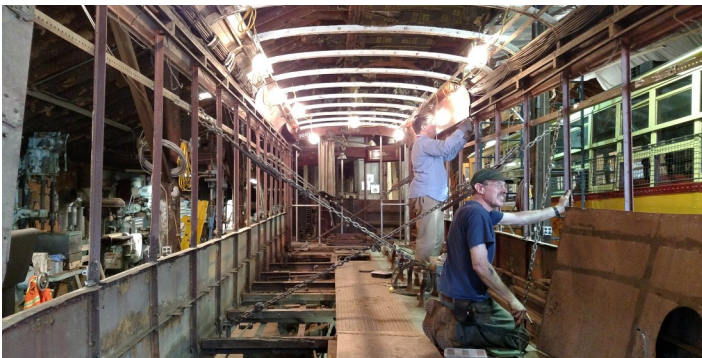
John Pelletier - Superintendent of Car Shop

I believe, when looked back on 2017 will be seen as a demarcation year. Much has changed, in the last year. In the shop the tone has changed, from patch it up and get it out the door; to research it and overhaul it.

This was part of the goal set six years ago, to not only keep operating fleet going but also create a shop program that can serve the needs of the museum into the future. As a result, Galen and Kelly have been helping research car history, while I have been reading original component and car manuals. This has led to some surprising discoveries, which not only effect restoration, but also the way cars are maintained.

Much happened on many fronts over the past year. Cars 5645 and 1326 are back on four motors. Car 836 got a badly needed window replacement and other cosmetic work. Car 169's front end has been reassembled and the bumper straightened. Car 2600's line switch has been overhauled and reinstalled. As this is being written a project is underway to have the correct air governors hooked into the correct place into the air system and set to the pressures specified by the car manufacturers.

The shop's theme for the coming year should be disassemble, clean, re-lubricate, and re-assemble. Over the last year, the shop has concluded our operating equipment is reaching the age where just squirting more oil into mechanisms will not work.



John Pelletier repairing 3001 window frames

The largest shop project in 2017 has been beginning the restoration of Car 3001. After careful inspection and consideration, it was decided to strip the car down to its frame and do a complete restoration. Research found that 3001's original configuration would be a better fit with the museum's needs. It has been decided to put the car back as it left the Wason factory. As of now, we are in the process of re-welding and straightening the frame.

I would like to thank all the shop volunteers who made 2017 successful.

Trolley Maintenance Report

Kelly Buffum - Asst. Superintendent of Car Shop

Regular maintenance was completed on the following cars during 2017: 4, 16, 355, 836, 1326, 2600, and 5645. In addition, the Maintenance department maintains the 25-ton diesel locomotive, and other rail equipment.

2017 saw several improvements to the operating fleet, in addition to routine maintenance.

Car 836 received extensive work. The damaged window frames on the north side of the car were replaced. All window frames were painted and the doors were re-varnished.

Cars 5654 and 1326 received their 4th motors, returning the cars to full power. Car 5645 was also converted from 36 to 56 watt lightbulbs while it was in the shop.



Above: First test run of car 1326 with rebuilt motor - July 29, 2017

Right: Newly rebuilt motor awaiting installation in car 1326



The defective trolley catcher bracket on 355's west end was replaced.

Car 2600's floor received a fresh coat of paint and repair work to the line switch.

Car 16 was reviewed and it was determined that the car would serve better if it was running on three motors rather than two. The block in the controller was removed and the brushes pulled from the defective motor in the car. It performed flawlessly as the cast car for *Rails to the Darkside* and is back in regular service for 2018.

Buildings and Grounds Report

Lawrence Bryan - Buildings Manager with contributions from Robert Brogle

2017 was a busy year for maintenance, repairs and upgrades around the Museum property. My thanks to Rob Brogle, Don Nordell, Bill Stolba, Bill Babbitt, Ray Nobile, John Arel, Jim Emerson, Matt Mazur, Ed Prajzner, Bill York, Galen Semprebon, Tim Lesniak and all the other volunteers who helped with these and many other projects around the Museum. My apologies to those whose names I have inadvertently omitted.

Here are the 2017 highlights.

BUILDINGS

- Dining/Birthday Party Car: The Dining/Birthday Party Car received a lot of attention. Inside, the modern halogen spotlight ceiling fixtures were replaced with fixtures of a more appropriate design fitted with LED bulbs to save energy. The upright glass door soda cooler from the Gift Shop was moved into the Dining Car so our chartered parties would have a place for the food and refreshments they bring. The HVAC system received some overdue maintenance. The West side of the car received long overdue repairs to its failing exterior woodwork and window sashes and the car received a new coat of paint. Thanks to Jim Emerson for his help with replacing the light fixtures and Hank Rau for his painting expertise.
- Snack Bar Building: Unfortunately during an early spring storm the building's roof suffered tree damage which was temporarily repaired. Besides the new damage the roof has reached the end of its life and our plans are to have a new one installed during 2018.
- Gift Shop: As room was needed at the sales counter for our two new Point of Sales stations, the sales counter area was reconfigured from being a multipurpose office / sales counter to a space dedicated to ticket and gift shop sales.
- Visitor Center Heating System: In a continuing effort to improve and upgrade facilities at the museum, we replaced the boiler that heats the visitor's center. The old unit was oversized and obsolete, and becoming impossible to find parts to repair it.

This project began in May/June of 2017, in conjunction with Bill Hobbie from Blake Equipment in East Windsor and Claude Bisson from Bisson Plumbing and Heating/Cooling in Hampden, MA. In an effort to save money, several museum volunteers including Rob Brogle, Larry Bryan, Bill Stoba, and Ray Noble, worked together to remove the old boiler and prepare the boiler room to accept the new boilers.

The old boiler, which weighed several hundred pounds, was removed with a chain and the backhoe and cashed in for metal scrap, along with the other copper and brass materials that made up the old system. We were also instructed where to cut the piping to have the room ready for the installation. Collins Pipe and Supply of East Windsor provided all of the piping materials for the installation at cost to save the museum money, and Blake offered a significant discount to assist us as well, in addition to a year of free service.

The installation took place in September through November of 2017 to be ready for the heating season. It took a couple of months to make some adjustments to water temps and thermostat settings, as well as monitoring operation of the new units.

These units are 90+% efficient, and even with the severe cold we had this Winter, we are already saving close to 20% on our fuel costs versus the old system.



New Boiler installation for the Visitor Center; in progress (left) and completed (right)

- Visitor Center Benches: The two lengthy waiting room benches in Visitors Center foyer were reconfigured into four shorter benches allowing us to open more space in the Foyer and improve seating in the Visitors Center Hall. Our thanks to John Keating for his fantastic carpentry work and Hank Rau for his painting expertise.
- Storage Containers: During 2017 four additional

Buildings and Grounds Report (continued)

Lawrence Bryan - Buildings Manager with contributions from Robert Brogle

40' shipping containers were acquired to provide much needed secure material storage. Two containers were installed in the spring and another two in the fall. These containers are being used to store *Rails to the Darkside*, and *Winterfest* materials as well as other Museum materials.

- Lawn Shed: The shed which is used for storing our lawn and grounds keeping equipment was suffering from old age and a failed roof structure. It was replaced with a used shed that was in far better shape donated by Board Member Steve Mitchel. All the replacement shed needs is a new roof which is scheduled for replacement during the spring of 2018.
- Visitor Center Entry Foyer: Along with repairs to the interior window trim, the interior of the Visitors Center entry foyer was brightened and updated with a new coat of paint on the walls, window trim and floor.



Don Nordell relamping lighting fixtures in the Visitor Center lobby before Winterfest

- Visitor Center Flagpole: Our flagpole received a fresh coat of paint and a new LED lighting system which has improved the lighting of our American and State flag during the evening.
- Visitor Center Library: The control wiring between the Air Handler in the Visitors Center Library and the Visitors Center Boiler Room was completed and connected. Our Library is now heated! Thanks to John Arel and Ray Nobile for running the 150+ plus feet of wire from one corner of the Visitors Center to the Boiler Room on the diagonally opposite corner.
- Woods Barn: After suffering wind and tree damage, the roof on the Woods barn received repairs to its roof structure and the replacement of missing and damaged roof panels.
- Sewage Lift Pump System: Unfortunately, after many years of service, just before our Halloween events our sewage pumping system suffered a failure of one of its two pumps. Coincidentally the systems controller also failed prohibiting the operable pump from running. Luckily, after trouble shooting the second pump was placed back into service and our Halloween events were not impacted. New lift pumps, mounting hardware as well as a new controller were installed on November 29th just in time for our Winterfest activities.
- Visitor Center Roof Repairs: After a major rainstorm, during the setup for Winterfest water was discovered on the floor in the Visitors Center under the southern side of the buildings clerestory. Emergency repairs were needed to prevent water damage to Winterfest display's centerpiece "G" Scale layout. JHS Restoration, Inc. of South Windsor, CT came to our rescue performing the needed repairs within a week. Our thanks to JHS Restoration not only for their quick response but also for their donation of both the labor and materials needed for the repairs.
- Visitors Center: The window frames and trim on the Visitor Center's clerestory received long overdue maintenance consisting of scrapping, glazing and painting.

GROUND

- The damaged west gate at the Museum's main entrance was repaired. Our thanks to Stace Welding in East Windsor for their help in making the repairs.
- A failed tree next to substation removed.
- New Banners displaying our operating days and hours were designed and purchased for posting at our entrance.
- The Museum's curb appeal was improved by the replacement of the old flower boxes at our entrance which were falling apart with the construction of new ones. Thanks to Morgan Von Eisengrein and Lynn Mrowka for their efforts.
- Cleanup of scrap metal around the property was continued with one 30 Yard dumpster filled. There is a lot more to do and the cleanup efforts will continue in 2018.
- In March a 1994 Ford F150 pickup was acquired for use as a yard truck.

Exhibits Report

Timothy Lesniak - Exhibits Committee Chair

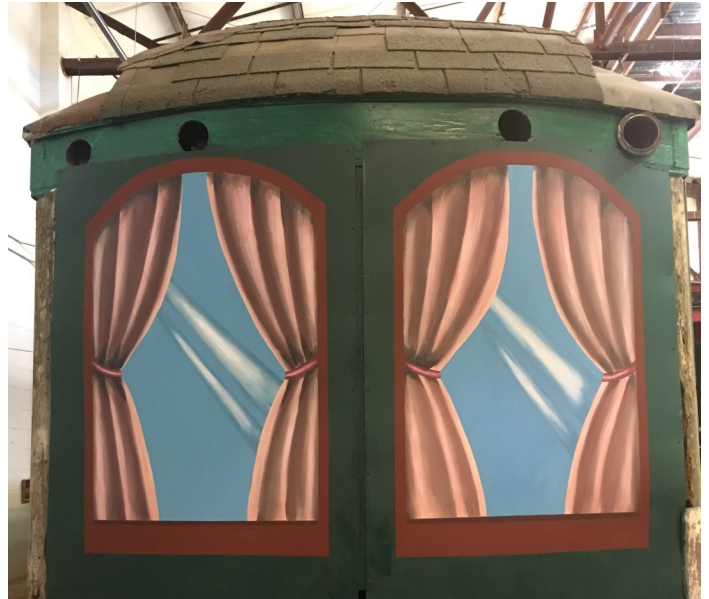
The Exhibits Committee was formed to continue to rotate and update our exhibits in the main hall of the Visitor Center. In 2017, we concentrated our efforts on the cars that were on display in the Visitor Center. With the issues that the Maintenance Shop was having with PCC Car 451, a 1949 built St. Louis Car Company PCC car that ran for the Illinois Terminal, it was decided to pull the car from service. That made this car a great candidate for display in the Visitor Center. It was mostly restored cosmetically and it is an example of a car that was not already represented in the Visitor Center. At the same time, we also moved Sweeper 010 into the Visitor Center, an 1899 built McGuire-Cummings snow sweeper that ran in Washington DC.

In addition to moving new cars into the display hall, we did work on sprucing up the current exhibits as well. The most work occurred on the Northern, which is undergoing an interior cosmetic restoration 'while the visitor watches'. Anna Wasielewski, a volunteer doing community service as part of her college graduation requirements, used her artistic talent to create a scene on the end of the Northern. Car 1201 also received some cosmetic attention in 2017.

In 2018, we plan to replace the long-used exhibit boards that are showing their signs of age. These were put together with used material on a shoe-string budget over 10 years ago and are in desperate need

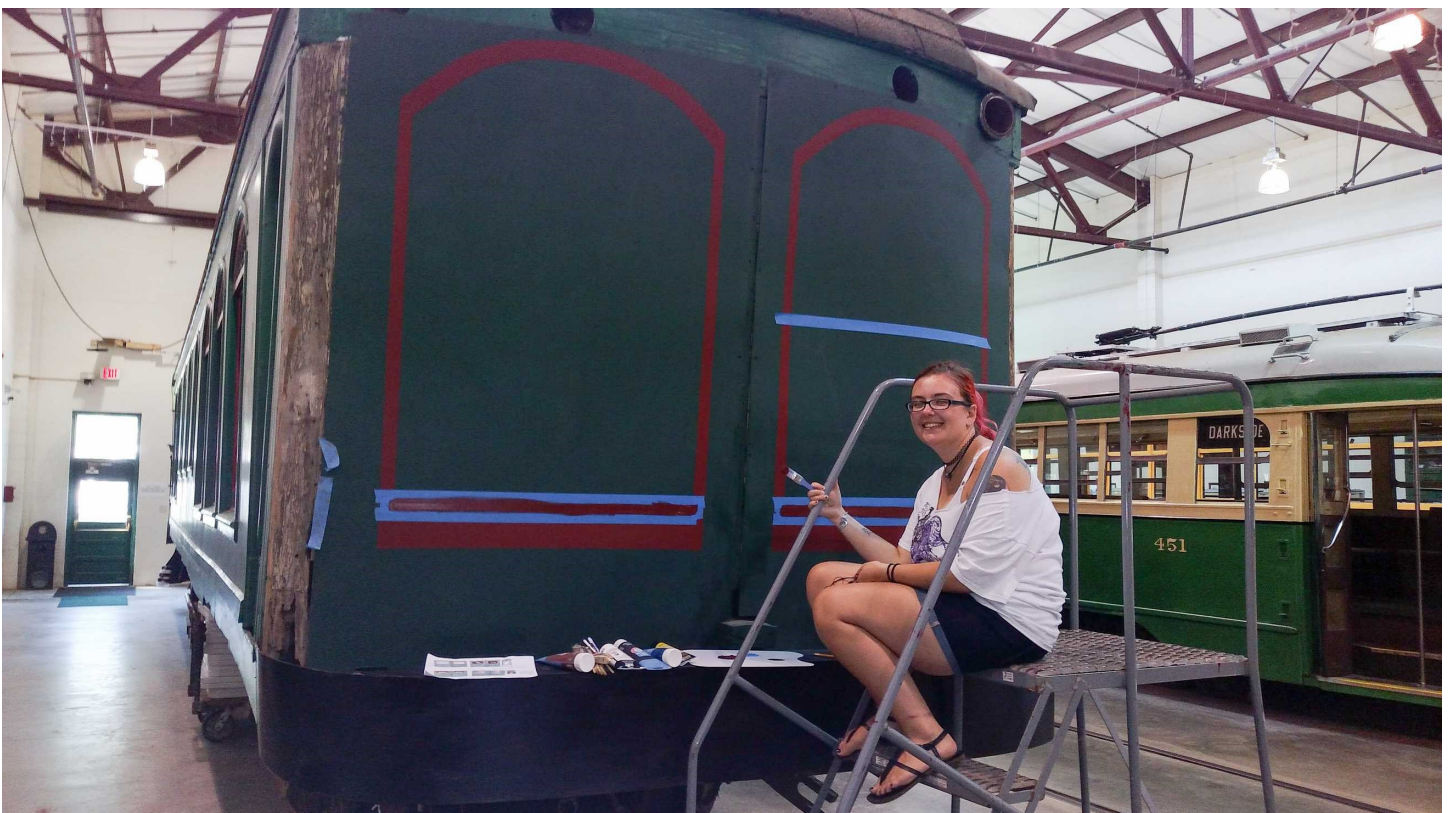
of attention. We also hope to redesign the window displays along the north side of the main hall.

My thanks go out to all who volunteered working on exhibits in 2017. Are you interested in helping? Please let the museum know.



Below: Anna Wasielewski in the process of painting windows on the end of the Northern.

Above: Anna's windows painted on a masonite sheet to beautify the end of the Northern.



Information Technology Report

Lawrence Bryan - IT Committee Chair

Before opening for the 2017 season major upgrades to the Museum's computer systems and network infrastructure within the Visitors Center were made. These improvements not only brought our systems up to date with the latest technology it also allowed us to upgrade and expand our Gift Shop Point of Sale (POS) capabilities and upgrade our office workstations.

- The network infrastructure was upgraded with new Gigabit routers and additional Ethernet wiring.
- A Network Server, Firewall, server cabinet and associated Uninterruptable Power Supply was installed.
- A new Wifi infrastructure within the Visitors Center was installed.
- The speed of our internet service was upgraded.
- New rolling computer workstations were modified for use as mobile POS stations complete with new PC's, Bar Code Readers, Receipt Printers, Credit Card stations and battery backup.
- Two new PC workstations for office use were deployed.
- Software licenses for two QuickBooks POS systems were purchased and the POS systems were integrated into our existing QuickBooks accounting system.
- A local Information Technology firm was contracted to monitor and support our server, network and select workstations to insure all systems are maintained properly and resolve any technical issues which could impact our POS capabilities.
- Offsite backup of data was instituted.

During the upgrade process all obsolete and incompatible computers were inspected, savable data was archived and the hardware recycled.

With our new mobile POS stations, we were able to improve visitor traffic flow during our major events. During *Rails To The Darkside* and *Winterfest* one station was located in the Visitor Center Foyer and during *Winterfest* that station's hardware was installed within the Boston "T" ticket booth resulting in a 19th Century ticket booth utilizing 21st Century technology.

My thanks to all that helped with making these major improvements possible. That includes the hard work and dedication by our volunteers that supported our daily operations and special events which generated the necessary funds. Special thanks also go out to Bill Babbitt and Hugh Brower.

Gift Shop Report

Gina Maria Alimberti - Gift Shop Manager

There were some major changes in the Gift Shop.

This year we concentrated on moving much of the merchandise that has been sitting on the shelves for the past few years. I can proudly say we probably moved 75% of it. This gives us more room for new and more popular souvenirs. Some of new items includes magnets, clothing, vintage toys, books, pins, patches & posters.

We are still trying to create a larger space to sell donated goods. Do you have Railroad items that you would like to donate to us? We will be more than happy to accept them as long as we are able to sell them. If you any questions about donating, please let me know.

This year we moved one of the POS/Cashiering stations to the ticket booth in the lobby. This made for more room in the Gift shop for the visitors who wanted to buy merchandise but didn't want to wait in the same line as tickets. It also made for more room in Gift Shop and Lobby as the admission lines went through the Theater, not the front door resulting in less congestion at the main entrance.

Would you like to see something carried in the Gift Shop? Please email me at galimberti@ct-trolley.org. I am always up for new ideas and suggestions especially from those who have visited other Transportation/History Museum Gift Shops.



Contractors replacing a damaged pole east of Winkler Rd.

2017 Annual Report

Editor / Design - Christine Ricci

Photographs provided by Gina Maria Alimberti, Rob Brogle, Larry Bryan, Kelly Buffum, Tim Lesniak, and Aiden Nies

Return of Organization Exempt From Income Tax

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.

▶ Go to www.irs.gov/Form990 for instructions and the latest information.

2017

Open to Public Inspection

Department of the Treasury
Internal Revenue Service

A For the 2017 calendar year, or tax year beginning **01/01**, 2017, and ending **12/31**, 20**17**

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 Semprebton**
19 Ryan Drive, Ellington, CT 06029

G Gross receipts \$ **446,194**

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		Prior Year	Current Year
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	12
	4 Number of independent voting members of the governing body (Part VI, line 1b)	4	12
	5 Total number of individuals employed in calendar year 2017 (Part V, line 2a)	5	14
	6 Total number of volunteers (estimate if necessary)	6	218
	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)	73,284	69,313
	9 Program service revenue (Part VIII, line 2g)	251,309	342,697
	10 Investment income (Part VIII, column (A), lines 3, 4, and 7d)	2,334	3,542
	11 Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	13,165	15,007
	12 Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	340,092	430,559
Expenses	13 Grants and similar amounts paid (Part IX, column (A), lines 1–3)	0	0
	14 Benefits paid to or for members (Part IX, column (A), line 4)	0	0
	15 Salaries, other compensation, employee benefits (Part IX, column (A), lines 5–10)	83,831	108,979
	16a Professional fundraising fees (Part IX, column (A), line 11e)	0	0
	b Total fundraising expenses (Part IX, column (D), line 25) ▶	0	0
	17 Other expenses (Part IX, column (A), lines 11a–11d, 11f–24e)	274,126	383,094
	18 Total expenses. Add lines 13–17 (must equal Part IX, column (A), line 25)	357,957	492,073
19 Revenue less expenses. Subtract line 18 from line 12	-17,865	-61,514	
Net Assets or Fund Balances	20 Total assets (Part X, line 16)	1,977,308	1,908,706
	21 Total liabilities (Part X, line 26)	281,751	274,663
	22 Net assets or fund balances. Subtract line 21 from line 20	1,695,557	1,634,043

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: Galen Semprebton, President/CEO Date: _____
 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

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	19,850				
	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	49,463				
	g Noncash contributions included in lines 1a-1f: \$	0				
	h Total. Add lines 1a-1f ▶	69,313				
	Program Service Revenue	2a <u>Youth Rails to the Dark Side Rides & Exhibits</u> Business Code 712110	106,154	106,154	0	0
b <u>Winterfest Seasonal Rides & Exhibits</u> 712110		105,210	105,210	0	0	
c <u>Collection Viewing, Rides, Exhibits</u> 712110		49,852	49,852	0	0	
d <u>Children Pumpkin Patch Rides & Exhibits</u> 712110		33,962	33,962	0	0	
e <u>Children Easter Bunny Fun Rides & Exhibits</u> 712110		19,604	19,604	0	0	
f All other program service revenue		27,915	27,915	0	0	
g Total. Add lines 2a-2f ▶		342,697				
Other Revenue		3 Investment income (including dividends, interest, and other similar amounts) ▶	2,084	2,084	0	0
	4 Income from investment of tax-exempt bond proceeds ▶	0	0	0	0	
	5 Royalties ▶	0	0	0	0	
	6a Gross rents	(i) Real	0	0		
		(ii) Personal	0	0		
		b Less: rental expenses	0	0		
		c Rental income or (loss)	0	0		
	d Net rental income or (loss) ▶	0	0	0	0	
	7a Gross amount from sales of assets other than inventory	(i) Securities	0	1,458		
		(ii) Other				
		b Less: cost or other basis and sales expenses	0	0		
		c Gain or (loss)	0	1,458		
	d Net gain or (loss) ▶	1,458	1,458	0	0	
	8a Gross income from fundraising events (not including \$ of contributions reported on line 1c). See Part IV, line 18 a		0			
		b Less: direct expenses b	0			
		c Net income or (loss) from fundraising events ▶	0		0	0
	9a Gross income from gaming activities. See Part IV, line 19 a		0			
		b Less: direct expenses b	0			
c Net income or (loss) from gaming activities ▶		0	0	0	0	
10a Gross sales of inventory, less returns and allowances a		30,642				
	b Less: cost of goods sold b	15,635				
	c Net income or (loss) from sales of inventory ▶	15,007	15,007	0	0	
Miscellaneous Revenue Business Code						
11a _____						
	b _____					
	c _____					
	d All other revenue					
e Total. Add lines 11a-11d ▶	0					
12 Total revenue. See instructions. ▶	430,559	361,246	0	0		

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	92,916	92,916	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	8,085	8,085	0	0
10 Payroll taxes	7,978	7,978	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	17,865	17,865	0	0
13 Office expenses	17,413	11,609	5,804	0
14 Information technology	12,886	12,886	0	0
15 Royalties	0	0	0	0
16 Occupancy	144,317	128,885	15,432	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	14,630	14,630	0	0
21 Payments to affiliates	0	0	0	0
22 Depreciation, depletion, and amortization	59,610	59,610	0	0
23 Insurance	12,480	12,480	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 Experiance & Event related	45,084	45,084	0	0
b Restoration & Repairs - Trolley & Rolling Stock	49,965	49,965	0	0
c Track, Overhead & Signal Repair	4,184	4,184	0	0
d Volunteer Meetings & Misc.	4,660	4,660	0	0
e All other expenses				
25 Total functional expenses. Add lines 1 through 24e	492,073	470,837	21,236	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)				

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	30,393	1	20,679
	2 Savings and temporary cash investments	324,379	2	288,546
	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	9,657	8	9,767
	9 Prepaid expenses and deferred charges	0	9	0
	10a Land, buildings, and equipment: cost or other basis. Complete Part VI of Schedule D	2,447,471		
		10a		
	b Less: accumulated depreciation	1,283,774	10b	1,163,697
	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	426,017	
16 Total assets. Add lines 1 through 15 (must equal line 34)	1,977,308	16	1,908,706	
Liabilities	17 Accounts payable and accrued expenses	10,784	17	9,225
	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	270,967	23	265,438
	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	0	25	0
	26 Total liabilities. Add lines 17 through 25	281,751	26	274,663
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	1,487,868	27	1,434,263
	28 Temporarily restricted net assets	207,689	28	199,780
	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	1,695,557	33	1,634,043	
34 Total liabilities and net assets/fund balances	1,977,308	34	1,908,706	