

The Connecticut Electric Railway Association, Inc



Annual Report 2020



The Connecticut Electric Railway Association, Inc.

Corporate Officers

Chairman of the Board — James Miller
Vice Chairman of the Board — Lawrence Bryan
President — Robert Brogle
Vice President — Justin Chasse
Treasurer — Stephen Taylor
Corporate Secretary — Sara Garthwait

Board of Directors

John Arel
Robert Brogle
Bryan Soltis
Lawrence Bryan
Justin Chasse
Sara Garthwait
Christopher Shaw
James Miller
Christopher Shaw
Stephen Taylor

Department Heads

Executive Director — Gina Maria Alimberti
Safety & Security Officer — Bert Johanson
Volunteer Coordinator — Larry Lunden
Operations Manager — Roger Pierson
Trainmaster— Ryan Boucher
Chief Motorman— Jeremy Stager
Asst. Chief Motorman— Michael Luzzi
Training Manager — Ray Nobile
Track Manager—Camilo Santiago
Signals Communication & Electric Traction Manager — Lawrence Bryan
Car Shop Manager — John Pelletier
Restoration Manager — John Pelletier
Buildings Manager — Lawrence Bryan
Grounds Manager — Don Nordell
Gift Shop Manager — Kevin Bernardino
Webmaster — Matthew Cosgro
Information Technology Committee Chair — Lawrence Bryan
Development Committee Chair — Michael Speciale
Building Committee Chair — (Vacant)
Collection Committee Chair — Chris Shaw

2020 Annual Report Editor & Photographer – Gina Maria Alimberti

Executive Director– Gina Maria Alimberti

First and foremost I would like to thank the donors who have contributed to the Museum. Your generosity means a great deal to us especially during the pandemic which we know funds were tight for many of us, we are deeply appreciative!

The year started off with our Volunteer Outing/Dinner at Sonny's Place in Somers, CT. We hosted Cabin Fever Feb 14th-16th. It was great getting together with the North Eastern Alliance of Trolley Museums to showcase our Museum. Had we known what the future was going to hold we might of cherished that weekend even more!

Like the President and Chairman said, the pandemic was the unknown for us but we stayed strong, preserved and came out on top! I am very grateful to our amazing volunteers, staff and visitors!

The Museum accomplished more during the pandemic then ever before including track repair, maintaining and repairing all of our operating fleet, repaired most of our rubber tired equipment, cleaned underneath the train shed so we can utilize that space, concentrated on deaccessing our collection, clean-up of the restoration building, utilized online capabilities for meetings and programs, new events, new corporate partners, new grants, new volunteers, continued bylaw revisions, grounds clean-up and put 303 in service!

We had around 9,000 visitors which is a great number for being restricted to no more then 24 visitors on the trolley at a time and not opening until June 20th, instead of April 4th. We missed out on Easter Fun, Spring Fling, Fire Truck Show, Girl Scout Day, Mother's Day and many weekends! We did however entertain visitors online with fun programs such as Storytime Trolley, Arts & Crafts, Trolley Trivia & Wil TV!

New membership and renewals were obviously down, we ended the year with 269 members verses 427 in 2019.

There were many changes in 2020 but needed to keep the museum moving forward in a professional successful manor. We have enjoyed welcoming back members and volunteers who took last year off due to the pandemic, and we look forward to a great 2021 season. Thank you for helping us have a great 2020, despite the challenges!



Chairman's Report- James Miller

I would like to express a huge “thank you” to members of the Board of Directors, Department Managers, our many volunteers, the paid staff, and Executive Director (formerly Business Manager) for their help, input and hard work during the past year. Without them, we would not have been successful and profitable during this unusual and very trying time.

Due to COVID 19 and numerous federal, state and local restrictions, activities at the museum were seriously altered. However, with much planning and rethinking, the museum was able to offer programs to the public, which were quite well received.

During the summer of 2020, the museum hosted evening live music concerts on the lawn. Local musicians performed for numerous attendees, many with young children. Musicians generously donated their time and talent. While these events were marginal in financial success, they kept the museum in the public spotlight. Guests were required to purchase tickets on-line and to social distance as they sat on the grounds.



The fall and winter of 2020/21 were full of challenges for CERA. After much discussion, it was decided to proceed with our ever popular Pumpkin Patch, Rails to the Darkside, and Winterfest. These events were successful and profitable, far exceeding our expectations. The spring of 2021 began with the annual Easter event, and was again, well received. Pre-purchase ticketing and social distancing were mandated for all of these programs.

Soon after, the museum began a program of much needed upgrades, with all departments making numerous repairs and improvements. The department managers’ reports will explain all the projects completed and those still in process. Please extend a “thank you” to all department managers and committee members for their time and effort to improve the museum.

A special thanks goes to our Development Committee and its chairperson, Mike Speciale, for their tireless efforts in obtaining numerous sponsorships, generous gifts and many grants. All donations have enabled the museum to continue much needed restoration to the operating fleet, improvements to the museum building, and upgrades to the outside property.

A major endeavor by the Board of Directors was to re-write the CERA’s bylaws. With the help of Pro Bono lawyers and a dedicated committee, the new bylaws were written and approved at a member’s meeting in April 2021. My thanks to all those involved for your many hours of input on this project.

Our Executive Director, Gina Maria Alimberty, deserves enormous credit for the innovative and profitable programming she has designed and implemented for the museum’s operational success. We would not be where we are today without her talents and dedication.

I would like to thank all involved for the opportunity to serve as Chairman of the Board. The members of the CERA are extremely dedicated and it is my pleasure to be part of this organization. There is no doubt much more work needs to be done at the museum, but I am confident we can all work together to make CERA the best hands on museum possible.

President's Report– Robert Brogle

When I penned my message for the 2019 report, the dreaded Covid was just coming on the scene, and we frankly had no idea what was in store for us for the balance of 2020. With 2020 and Covid finally behind us, I am very happy to report that WE DID IT! While 2020 should have been a celebratory year for our 80th anniversary, it was the opposite with closures, cancellations, restrictions, and other headwinds. But despite all of this, we pulled together as a team, set lofty goals, and attained them! Great work by everyone!

Some of the items I discussed in the 2019 report like the Isle of Safety, fundraising, and grounds clean up, continued and thrived into 2020. For the first time, we have a paved walkway into the visitor's center, and from the visitor's center to the Isle of Safety. This addition has made a significant difference in our customer experience at the museum, and continues our program for better access to the trolleys and the visitor's center. The rest of the grounds beautification project has continued, with approved scrapping of various metal items, and deassessed items, like the Bradley People Movers, going to new homes.

There was also a much needed focus on infrastructure in 2020, and this really gained steam in the Spring of 2021. A severe thunderstorm in July 2020 damaged poles between station 8 and 9, and an issue with the overhead at Wells Road did additional damage. This event caused us to take a very hard look at the overhead, poles, and the condition of the line infrastructure in general. Our SC&ET group has done an amazing job of identifying and correcting many weaknesses in the overhead, setting poles, buying hardware, and obtaining equipment necessary to do the work. SC&ET and our fundraising group also reached out to and harnessed the expertise of IBEW Local 42, who has been an absolute godsend to us as far as labor and expertise in pole setting and transfer. Their effort and donations to us in material and labor have been worth more than \$150,000 YTD, and this is a relationship we expect to be an evergreen one, lasting hopefully for a long time.

We took up the bylaw initiative, which was worked on for almost 2 years. This initiative spanned the terms of 3 board Chairman, 2 Presidents, and 2 Vice Presidents. At times, it was very contentious, and consumed hours and hours of email, debate, phone calls, and meetings. The end result is a document that transforms the museum from a club into an educational museum benefitting the public.

We will be adding some new faces to the board of directors. The requirements for joining the board now include a nominating committee, and this allows the "club mentality" of loading the board with museum members (who may or may not have skills to bring to the table) to finally be swept away. We need both members and successful outsiders on the board, and we are doing that today. Non profit museums like ours that are successful made this transition a long time ago, and their progress has furthered because of it.

There have been additional personnel changes since last year as well. Roger Pierson stepped into the role of Operations Department manager, and is also running our Winterfest event in December. We can't thank him enough for the effort and positive energy he brings to this organization.

Justin Chasse became museum Vice President in October, and has been instrumental in improving trolley operations and special events since he returned to the museum in September 2018. He's a great friend to me and this institution, and we couldn't do what we've done without him.

At the time Justin became VP, Larry Bryan lateraled over to Vice Chairman, a position that now no longer exists with our new bylaws. He still retains the title of Manager, SC&ET. We would be dead in the water without Larry, who raises his hand to do stuff even when he's overloaded. If you want to know who to directly thank for our new seamless electronic online voting and our renewed line pole infrastructure, thank Larry. Larry is also a great friend to me and to the museum, and his tireless effort and leadership has continually moved us forward.

Finally, as many of you are aware, we now have an Executive Director, and she's certainly no stranger to our organization. Gina Maria Alimberti came to us as Business Manager in April 2016 with plans for us to improve our fundraising, community outreach, communications, and special events. By unanimous vote at our May 19, 2021 board meeting, Gina was named our Executive Director. She's quite ready to push us further forward, but she'll need all of us pulling on the rope to make that happen. She's ready to work with all of you, and please congratulate her in her new position.

2021 is shaping up to be a great recovery year at CTM! Once again, I personally thank all of our volunteers and staff for pulling us through a tough time, and I look forward to seeing all of you at volunteer outings (which will restart soon) and special events throughout the year!

Volunteer Coordinator– Larry Lunden

The COVID virus, and the precautions we need to take, has impacted our volunteer team, as you may expect. Many of our volunteers took a break or cut back their hours for the year. Several departments have used the opportunity to increase their activity to catch up on needed maintenance.

New for this year is the ability for our volunteers to enter their hours from home on-line. The United Way has given us the use of the Galaxy-Digital platform that allows volunteers to enter their hours from a home computer or a mobile phone. Several people are making good use of this. A link to this site is on our museum login page. See me for more information on the use of this.

This year we added 31 new volunteers to our ranks, bringing the number of volunteers to 201. Unfortunately, since some are sitting out the year, we don't yet know how many of these have moved on or are waiting to return when they have a level of comfort. 117 have signed in with at least some hours recorded. Next year will better clarify the active ones.

Our volunteers signed in 2675 times, and contributed a total of 12,394 hours of service to the museum. This is about 75% of last year's results, still a great deal of effort in the face of present conditions.

As you can imagine, due to being closed for half the summer season, several departments have recorded many fewer hours. This includes Operations, Car Shop, Miscellaneous, Office & Administration, Rails, and Winterfest. Some departments have stepped up their activities, including Track and SC&ET that doubled their effort. See the accompanying chart for a representation of how the hours are divided among our departments.

All volunteers, no matter the time contributed, are a valuable part of our mission. As is normal, our volunteers vary widely in the amount of hours they are able to contribute. Just 10 volunteers contributed 50% of the hours. 25 of our volunteers contributed 75% of the hours. 46 of our volunteers contributed 90% of the hours. This is not something that needs to be fixed, just recognized.

We are continuing to use unitedwayinc.galaxydigital.com, createthegood.org, and volunteermatch.org web sites to recruit volunteers. A link to Volunteer Match is on the volunteer page of our web site. Please check it out for the latest opportunities we have.

Board	169
Bldg. Maint	248
Car Shop	725
Develop	442
Grounds	300
MOW	311
Misc.	787
Office	560
Operations	3882
RTTDS	361
Security	283
SC&ET	2098
Winterfest	1187
Other	1041
Total hours	12394



Development Committee Chair– Michael Speciale

Gift and grant income for the year 2020 totaled \$104,103. These funds came from a variety of sources including Individual donors, businesses, foundations and governmental agencies. A full listing can be seen on the Museum's website. A few things of note. Last year was the first year in which we established higher giving levels for individual donors. Four donors "joined" the Leadership Circle with gifts of \$2,500 and up and eight donors joined the Heritage Club with gifts ranging from \$500 to \$2,000. These higher giving levels will be incorporated into each year's fund raising activities. The \$6,500 grant from the William and Alice Mortensen Foundation supported major electrical upgrades in the Visitor Center exhibit hall. Two grants totaling \$27,527 were provided through government funding to help nonprofits weather the Covid 19 crisis. These funds proved to be a real life saver.

The Development Committee members included myself as Chair, Dulcie Giadone as Grants Administrator, Bob Rosenberg as Projects Coordinator and Scott Whittlesey as Database Manager. The team is successful and hardworking and I am proud of what we have been able to do for the betterment of the Museum. And a great big thank you to Gina Maria Alimberti for providing the support that we need to carry out our work.

Operations– Roger Pierson

2020 was a very tough year for the museum with the covid-19 pandemic and without all the Department managers and volunteers working together and working long hours on a safety and cleaning procedures to re-open the museum and with following the State of Connecticut guidelines, we were able to open our doors for the general public in late June. With a limited operations schedule Friday, Saturday & Sunday; we had lawn concerts on Friday nights, and Darkside Electric Railway in place of Rails to the Darkside for our haunted Halloween event and Pumpkin Patch.

We added a new event this year called Christmas Tree Trolley, we used car 16 with its baggage compartment to carry both trees and passengers back to the museum from Skylark station.



Winterfest was decorated with covid-19 in mind and as always car 4 was still huge hit with holiday passengers plus we also ran cars 16, 355, 836, 1326 and CA&E Interurban car 303. Our founding Car Connecticut Company 65 ran two trips a night the last two weekends of Winterfest. .

Thanks to John and Dennis we also saw car 65 return to limited service. Car 1326 was repaired and major maintenance work on the operating fleet was performed on cars 4, 16, 355, 836 & 5645 was removed from public service for motor bearing work.

I want to personally thank our Executive Director, Department Managers, Volunteers, Members, Dispatchers and Motormen for all your hard work at the Museum. With your help we were able to keep the museum open and the streetcars we love to operate rolling down our main line with happy passengers.



Car Shop– John Pelletier

Twenty twenty was a challenging year for the shop; despite this work was accomplished on both operating fleet, and other projects. The return of car 1326 to operating fleet was welcome. Car 5645 had to be removed from service due to motor bearing issues; while motors are being serviced the shop is rebuilding the west end door air system and the line switch. The car is scheduled to be back in service sometime in July 2021.

Due to the pandemic and other issues the shop has been partially shut down in 2020 and for part of 2021. We are hopeful that full operations can be resumed by the fall of 2021.

A general shop clean up and reorganization has been accomplished; enabling the shop to focus more on the heavy mechanical repairs necessary to keep operating fleet up and running, and also for the kind of frame up restorations we are now doing. This has included getting our machine shop back in order. So that operations like bearings being turned (355, 3001) also parts made for 3001's trucks and oil system fittings for diesel one.

Much more has been happening in the shop, despite shortened hours, in 2020 and the first part of 2021. I am looking forward to getting back to a full time schedule in the 2nd half of 2021.

Track– Camilo Santiago

Track work from October of 2020 when I was appointed track manager to December 31st of 2020-

- Rebuilt upper section of track 2, 40 ties plus fresh stone ballast and tamped.
 - Cleaned out and organized track section house and started a proper track material yard.
 - Started installing ties on Winkler Hill and east of Winkler crossing among other parts of the main line about 30 in total.
 - Installed 3 switch timbers on Kelly yard 2-3 switch.
 - Installed "new" Conoco 80 pound rail on track two. All that done with the first 3 months in track manager position not counting what has been done for the 2021 season.
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Grounds– Don Nordell

Unfortunately the COVID pandemic put a huge damper on most of our grounds improvements due to our strict budget limitations.

We were kept busy trying to keep up with the CDC requirements such as painting six foot distance markings on our walkways to identify safe distances while standing in lines. We had to construct and maintain sanitation stations to be located around the campus and in the VC to protect our guests and volunteers.

Prior to the museum opening in June 2020 we purchased portable fencing to restrict access in areas of the campus that we could not guarantee adequate cleanliness for our customers.

Hopefully 2021 will bring more notable improvements and projects.

Rubber Tire Equipment– Ed Carlson

Ford pickup; no work done. Larry reported and I confirmed that the brake light is on. Brake pedal is spongy but operable; this has a split brake system and its likely that one of the two circuits has low fluid due to rusted lines. We'll be attending to this during July (priority will be raised should it become a functional issue).

BT-2 red bucket truck; out of service due to bad fuel cut-off solenoid until April 2021, when this was replaced and the truck sold. Also just prior to sale, a slow-leaking tire was fixed, and the weak battery was replaced with a used one taken from the Case backhoe.

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BT-1 white bucket truck; Motor pool has been uninvolved in this vehicle's routine maintenance to date and does not have key access. In or around September 2020 a B-Tech radio donated by Larry Bryan was installed by Ron D. and myself. In February 2021, I added a battery tender cord to allow cold weather battery support when parked. I expect motor pool will abruptly be handed responsibility for maintenance on BT-1 the first time it breaks in a major way and is taken out of service.

IHI mini-excavator; this was essentially out of service until March 2021 due to poor/no starting, smoke in engine compartment, intermittent runaway throttle and fuel found in the oil sump. Work performed to fix these issues (and other non-debilitating ones);

- 10/2020; new battery and fuel pump; also replaced missing (!) fuel filter components, re-plumbed fuel system and added battery tender cord
- 3/2021; (3) each new injector pumps and glow plugs; repaired leaky exhaust system as practical (e.g. without full replacement) by welding; changed engine oil and filter
- 5/2021; replaced grader blade boot and both joystick boots, pneumatic damper for operator arm support

This machine now starts, runs and works well, and no longer leaks diesel fuel into the engine sump. Remaining issues; significant hydraulic fluid leak from tank area, backhoe arm bushings very worn (we'll need to find a reasonable source for the twelve of these; IHI gets \$60-90 each). In service as of 6/10/2021.

Case 680K backhoe; this was essentially out of service until fall 2020 due to every hydraulic cylinder on it aside from the two stabilizers leaking. Over the summer, the following hydraulic work was done to remedy this;

- the hydraulic filter and fluid (30 gallons) were replaced
- various worn or damaged grease and hydraulic fittings were replaced, along with some missing hardware (washers, retaining clips etc.)
- two badly cracked loader bucket curl cylinder hoses were replaced
- the following backhoe cylinders were repacked; (2) boom swivel, (2) boom lift, (1) dipper extend, (1) bucket curl
- the following loader cylinders were repacked; (2) bucket curl, (2) loader lift
- (1) steering cylinder was repacked
- a previous McGyvered repair from this machine's pre-CTM life made it necessary to completely replace the other steering cylinder, along with both ball joints. These parts are long NLA; over twenty hours was spent researching online to find subs (and modification by a machine shop was required).

The above work restored function and put the Case back in service. The following work done in late fall restored utility;

- adjusted idle speed and re-tensioned air compressor belt; cause of uneven idle and tendency to stall
- replaced (2) missing wheel lug bolts
- replaced right side (door) and left rear windows (plexi)
- repaired as possible mangled door sheet metal; restored door and window latch function
- repaired broken hand throttle cable
- Since then, the following work has been done;
- 2/2021; flat tire repair (front; tube installed)
- 3/2021; installed Baojie two way radio
- 3/2021; repaired (temporarily) broken fuel cut cable mount, cause engine won't shut off (John P. later had to do this again when it failed in service).
- 3/2021; replaced both batteries. These were suspect due to poor/no charging. One was later used to sell BT-2, the other can be used similarly if the green truck is sold.
- 5/2021; replaced alternator (actual cause of poor charging)
- 5/2021; replaced both fuel filters (one of these was leaking externally), injector pump seals and gasket (cause of another fuel leak)
- 5/2021; replaced engine oil (15 quarts) and filter, air filter
- 6/2021; added fuel cut solenoid; this eliminates fuel cut cable completely and is a permanent fix.

This machine is in full service and functioning well. Two near-term tasks; installing a fuel sight glass (so folks stop running it out of fuel), and (sigh) repacking the stabilizer cylinders. One has recently begun to leak... I also think a backup alarm should be added.

Bobcat; not a lot has been done to this, largely because it mostly works without issue;

- 11/2021; battery replaced (charging issue? Don wanted a new one...). Recently (5/2021), found with battery dead. Charged OK and so far no repeat (stay tuned).
- 5/2021; kudos to Tom W. who noticed a wheel loose; replaced two lug bolts (one missing, the other sheared) and re-tightened all around.

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This is in service but needs major maintenance soon. It intermittently drops dead, apparently due to an electrical problem (always restarts OK after putting the loader down and waiting a few minutes). The engine timing belt is likely WAY overdue for changing (since we have no way of knowing whether or when done previously); this is dealer work and big bucks (LB says \$1-2K). Should this fail in service the engine would be a write-off. I do not know when the oil and filters were last changed, so that needs doing. A radio install is needed. The backup alarm and lights have never worked, and the implement quick-disconnect unlock jams unless finessed just right; we'll be looking at these issues in June. And it leaks something when parked; currently not a lot but give it time...

Pettibone; Despite being barely functional and having no brakes, this got quite a bit of use last year. In 4/2021, it lost mobility while in service and needed to be towed off the tracks. Back in service as of early June but has an intermittent transmission leak we're chasing. Work done since 3/2020;

- 5/2020; had soft tires because almost impossible to add air. Purchased and installed stem extenders to solve this. Still loses air (slowly) but we can live with this.
- 9/2020; had no brakes AT ALL; no one ever apparently checked the fluid level (found empty). Brakes worked fine once filled, and level has not dropped much since.
- 11/2020; sudden bad batteries (won't charge); replaced with a pair taken from the green digger derrick. These are still going strong.
- 11/2020; checked and added transmission fluid hoping to solve lack of torque. This made a small improvement but still wimpy.
- 3/2021; installed Baojie two way radio
- 4/2021; lost all mobility while on rail, zero clutch pressure
- 5/2021; found and repaired issue with lube pressure relief valve by borrowing parts from spare transmission found in steamroller shed. This restored pump suction and clutch pressure. Machine now moves normally with much improved torque.
- 5/2021; replaced hydraulic filter and fluid (7 gallons). Adjusted parking brake (previously ineffective). Added driver door pneumatic damper to prevent finger pinching.

This machine is in full service and functioning well despite a new leak which only seems to occur when raising and lowering the RR wheels. The radio is an unfinished project since this machine is too loud for it to be heard unless a headset is used (on order). Lots of little stuff still needs fixing (the driver's door window sticks when lowering, a rear window is cracked etc.) A priority; we'll soon be adding stirrup steps to both sides, because when railed this is near impossible to board except at grade crossings due to its height.

Green digger derrick; This is being scrapped or sold. If the latter, it should need only a battery (and we have one usable for this purpose), as it was started and moved without issue last fall. No digger functions other than the stabilizers were tested (they work, but also leak).

Lastly, **Edville.** It is now decently equipped with a good selection of both hand and power tools, a large work bench, rolling stool, wheeled outdoor work table, floor jack, vise, tool boxes and cabinets, and both a bench grinder and drill press. A good stock of miscellaneous hardware and other materials is on hand. There's also a sink for hand-washing and a microwave. You mentioned in Tuesday's meeting that asset donations should be recorded. Virtually all of this stuff was donated by me; mostly spares I had tucked away for a rainy day. All florescent lighting has been replaced with LED and the roll-up door has been fixed. A Sears air compressor and a small wheeled cart were salvaged from CTM discards (e.g. left out in the rain to rust) and repaired. We're not lacking much at this point, although a combo arc welder/plasma cutter would be nice; mine is a pain to haul back and forth. Lastly, I've been collecting service literature, diagrams and parts info on our machines online, and passing them on to Larry to add to the server; documentation on stuff this old is hard to find, but we pretty much have what's out there. I'm working on computer and networking hardware to provide internet access at Edville.

We're marking (dating) every large item (filters, alternators, batteries etc.) we install, but I'll eventually design a log to store this info online as well.

Probably more detail than you wanted / expected, but I needed to review this stuff myself. And a mention of what may be the department's biggest asset; Tom Willerford. His reliability and deep knowledge level in all things vehicular make him invaluable to CTM and to me. We need to keep him around (and get him to take home more material like the LEV engine and the old Pettibone!).

Return of Organization Exempt From Income Tax

OMB No. 1545-0047

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

2020

Department of the Treasury
Internal Revenue Service

▶ 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.

Open to Public Inspection

A For the 2020 calendar year, or tax year beginning 01/01, 2020, and ending 12/31, 20 20

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): P O Box 360 58 North Road Room/suite:
 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: Robert Brogle
58 North Road, PO Box 0360, East Windsor, CT 06088-0360

G Gross receipts \$: 334,481

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-Provide a historically accurate educational experience of the trolley era though interpretation, preservation, restoration, and operation of an electric railway.</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	9
	4	Number of independent voting members of the governing body (Part VI, line 1b)	4	9
	5	Total number of individuals employed in calendar year 2020 (Part V, line 2a)	5	9
	6	Total number of volunteers (estimate if necessary)	6	116
	7a	Total unrelated business revenue from Part VIII, column (C), line 12	7a	0
	7b	Net unrelated business taxable income from Form 990-T, Part I, line 11	7b	0
Revenue	8	Contributions and grants (Part VIII, line 1h)	Prior Year 291,215	Current Year 180,290
	9	Program service revenue (Part VIII, line 2g)	266,051	136,816
	10	Investment income (Part VIII, column (A), lines 3, 4, and 7d)	4,761	5,015
	11	Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)	11,955	5,931
	12	Total revenue—add lines 8 through 11 (must equal Part VIII, column (A), line 12)	573,982	328,052
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)	120,911	108,283
	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)	373,058	298,834
	18	Total expenses. Add lines 13–17 (must equal Part IX, column (A), line 25)	493,969	407,117
	19	Revenue less expenses. Subtract line 18 from line 12	80,013	-79,065
Net Assets or Fund Balances	20	Total assets (Part X, line 16)	Beginning of Current Year 1,924,413	End of Year 1,859,851
	21	Total liabilities (Part X, line 26)	263,972	278,226
	22	Net assets or fund balances. Subtract line 21 from line 20	1,660,441	1,581,625

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: Robert Brogle, 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)	(B)	(C)	(D)	
				Total revenue	Related or exempt function revenue	Unrelated business revenue	Revenue excluded from tax under sections 512-514	
Contributions, Gifts, Grants and Other Similar Amounts	1a	Federated campaigns	1a	0				
	b	Membership dues	1b	15,842				
	c	Fundraising events	1c	0				
	d	Related organizations	1d	0				
	e	Government grants (contributions)	1e	28,810				
	f	All other contributions, gifts, grants, and similar amounts not included above	1f	135,638				
	g	Noncash contributions included in lines 1a-1f	1g	\$ 0				
	h	Total. Add lines 1a-1f		180,290				
	Program Service Revenue				Business Code			
2a		Winterfest Seasonal Rides & Exhibits	712110	53,067	53,067	0	0	
b		Children Pumpkin Patch Rides & Exhibits	712110	38,023	38,023	0	0	
c		Youth Rails to the Dark Side Rides & Exhibits	712110	15,370	15,370	0	0	
d		Collection Viewing Rides & Exhibits	712110	15,051	15,051	0	0	
e		Cabin Fever Day	712110	5,355	5,355	0	0	
f		All other program service revenue		9,950	9,950	0	0	
g		Total. Add lines 2a-2f		136,816				
Other Revenue	3	Investment income (including dividends, interest, and other similar amounts)		1,515	1,515	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					
			(ii) Personal					
			6a					
			6b					
	b	Less: rental expenses	6b					
	c	Rental income or (loss)	6c	0	0			
	d	Net rental income or (loss)						
	7a	Gross amount from sales of assets other than inventory	(i) Securities					
			(ii) Other					
			7a	3,500	0			
			7b	0	0			
	b	Less: cost or other basis and sales expenses	7b	0	0			
c	Gain or (loss)	7c	3,500	0				
d	Net gain or (loss)		3,500	3,500	0	0		
8a	Gross income from fundraising events (not including \$ 0 of contributions reported on line 1c). See Part IV, line 18	8a						
b	Less: direct expenses	8b						
c	Net income or (loss) from fundraising events							
9a	Gross income from gaming activities. See Part IV, line 19	9a						
b	Less: direct expenses	9b						
c	Net income or (loss) from gaming activities							
10a	Gross sales of inventory, less returns and allowances	10a	12,360					
b	Less: cost of goods sold	10b	6,429					
c	Net income or (loss) from sales of inventory		5,931	5,931	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		328,052	147,762	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	90,831	90,831	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	9,699	9,699	0	0
10 Payroll taxes	7,753	7,753	0	0
11 Fees for services (nonemployees):				
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	5,513	5,513	0	0
13 Office expenses	17,213	13,002	4,211	0
14 Information technology	5,384	5,384	0	0
15 Royalties	0	0	0	0
16 Occupancy	93,888	93,888	0	0
17 Travel	5	0	5	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	0	0	0	0
21 Payments to affiliates	0	0	0	0
22 Depreciation, depletion, and amortization	69,416	69,416	0	0
23 Insurance	13,695	12,780	915	0
24 Other expenses. Itemize expenses not covered above (List miscellaneous expenses on line 24e. If line 24e amount exceeds 10% of line 25, column (A) amount, list line 24e expenses on Schedule O.)				
a Restoration & Repairs - Trolley & Rolling Stock	65,045	65,045	0	0
b Visitor Experience & Event Related	17,942	17,942	0	0
c Track, Overhead & Signal Related	7,624	7,624	0	0
d Volunteer Meetings & Related Expenses	3,109	3,109	0	0
e All other expenses	0	0	0	0
25 Total functional expenses. Add lines 1 through 24e	407,117	401,986	5,131	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	6,849	1	37,120
	2 Savings and temporary cash investments	240,128	2	218,976
	3 Pledges and grants receivable, net	0	3	0
	4 Accounts receivable, net	0	4	0
	5 Loans and other receivables from any current or former officer, director, trustee, key employee, creator or founder, substantial contributor, or 35% controlled entity or family member of any of these persons	0	5	0
	6 Loans and other receivables from other disqualified persons (as defined under section 4958(f)(1)), and persons described in section 4958(c)(3)(B)	0	6	0
	7 Notes and loans receivable, net	0	7	0
	8 Inventories for sale or use	11,395	8	7,131
	9 Prepaid expenses and deferred charges	0	9	0
	10a Land, buildings, and equipment: cost or other basis. Complete Part VI of Schedule D	10a 2,845,329		
	b Less: accumulated depreciation	10b 1,474,722	1,240,024	10c 1,170,607
	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	426,017	15	426,017
16 Total assets. Add lines 1 through 15 (must equal line 33)	1,924,413	16	1,859,851	
Liabilities	17 Accounts payable and accrued expenses	10,536	17	8,568
	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 any current or former officer, director, trustee, key employee, creator or founder, substantial contributor, or 35% controlled entity or family member of any of these persons	0	22	0
	23 Secured mortgages and notes payable to unrelated third parties	253,436	23	246,458
	24 Unsecured notes and loans payable to unrelated third parties	0	24	23,200
	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	263,972	26	278,226
Net Assets or Fund Balances	Organizations that follow FASB ASC 958, check here <input checked="" type="checkbox"/> and complete lines 27, 28, 32, and 33.			
	27 Net assets without donor restrictions	1,660,441	27	1,581,625
	28 Net assets with donor restrictions	0	28	0
	Organizations that do not follow FASB ASC 958, check here <input type="checkbox"/> and complete lines 29 through 33.			
	29 Capital stock or trust principal, or current funds		29	
	30 Paid-in or capital surplus, or land, building, or equipment fund		30	
	31 Retained earnings, endowment, accumulated income, or other funds		31	
	32 Total net assets or fund balances	1,660,441	32	1,581,625
33 Total liabilities and net assets/fund balances	1,924,413	33	1,859,851	