The Connecticut Electric Railway Association, Inc

Annual Report 2023







2023 Annual Report Editor- Gina Maria Alimberti

The Connecticut Electric Railway Association, Inc.

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Signals Communication Manager –Derek Dearborn
Electric Traction Manager — Warren Cardone
Car Shop Technician — Giovanni Rescigno
Car Shop Technician— Phil Beard
Buildings Manager — James Borrup
Grounds Manager — Don Nordell
Visitor Experience & Gift Shop Manager– John Meszaros
Motor Pool Manger– Ed Carlson
Webmaster — Matthew Cosgro
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Education Outreach & Visitor Experience– Lisa Caruso

2023 RIDER COUNT

	Passengers Carried	Days Operated	Passenger Trips	Line Check, Insp. or Maint. Trips	Training or Requal. Trips	Guest Motorman Trips Taken	Total # of Logged Trips
January	**0**	**0**	**0**	**3**	**0**	**0**	**3**
February	**316**	**4**	**23**	**7**	**0**	**0**	**30**
March	**269**	**4**	**21**	**5**	**5**	**0**	**31**
April	**2,033**	**14**	**107**	**21**	**12**	**3**	**143**
May	**925**	**10**	**58**	**10**	**6**	**0**	**74**
June	**1,480**	**17**	**104**	**16**	**4**	**0**	**124**
July	**4,147**	**24**	**185**	**30**	**6**	**0**	**221**
August	**4,143**	**26**	**177**	**29**	**6**	**0**	**212**
September	**1,133**	**11**	**84**	**13**	**5**	**0**	**102**
October	**5,202**	**15**	**187**	**21**	**0**	**0**	**208**
November	**969**	**3**	**29**	**5**	**0**	**0**	**34**
December	**6,264**	**15**	**179**	**21**	**0**	**0**	**200**
Totals	**26,881**	**143**	**1,154**	**181**	**44**	**3**	**1,382**

Executive Director's Report- Gina Maria Alimberti



I am pleased with our 2023 accomplishments and ending the year with almost 25,035 visitors (recorded through the POS). 83.26% of our visitors were from Connecticut, while 16.74% were from outside of Connecticut. We raised $164,038 in gifts and grants. I want to thank all our volunteers for their continued hard work and dedication to the Museum.

During 2023, we continued to restore Connecticut Company Trolley Car 3001. We overhauled the 97-year-old Springfield Electric Trolley Car, which included a new roof, all new electrical wiring, new bushings, new leaf springs, and repairs on the trucks. Yard clean-up work continued, with the large doors on two of our trolley barns being re-painted. A Lego play station for our younger visitors was funded by Hartford Steam Boiler and will be built in 2024. We worked on energy efficiency upgrades, re-lamping the Museum and installing a heating and cooling system for the offices. An engineering firm was hired to help us plan for the installation of a site drainage system and a paved parking lot, utilizing our Federal grant award funds. We converted the old outdoor snack bar into a much-needed trolley operations office, which now has a new ductless heating and cooling system installed thanks to a contribution from the Miller Oil Company in Enfield, Conn. We deployed a new wheelchair lift, providing access to our trolleys for visitors with mobility issues. We debuted a new event, Dino-Trolley, which was a huge success, bringing in 1,331 visitors in two days! We continued with Connecticut Summer at the Museum, and even with substantial funding cuts, we still allowed one adult and up to five kids in for free all summer long. The Museum collaborated with East Windsor Arts and Culture again to design car cards advertising local businesses funded by the East Windsor Greater Together Fund. Local high school students and Broad Brook Arts Center designed the car cards. The car cards were copied and added to the operational trolley cars. Rails to the Darkside had been getting very stagnant over the past few years, and it was time for some improvements and additions. We brought on Curioporium, LLC, who transformed the visitors' center into an immersive, scary experience with new displays, lights, and actors.



We received grants from Constellation Energy, Connecticut Humanities, Connecticut Water Company, Berkshire Bank, Amherst Railway Society, PeoplesBank & Massachusetts Bay Railroad, William and Alice Mortensen Foundation, Infoshred, Hartford Steam Boiler, The Budd Family Fund, and Webster Bank.



Phil Palmieri, a very good friend of the Museum and a financial contributor, donated $30,000 for track repairs, which includes matching grants from Union Pacific. He also donated a Tie Handler to the track department, which he had shipped to us from California. He visits every year from California and donates his time helping around the museum. We are very grateful to have a 'Phil' in our life.

We participated in the Travelers Birdies for Charity program for the second year and raised $5,905.25. Thanks to Webster Bank for the 15% match through this program.



We hired two new part-time Car Shop & Restoration staff members, Gio Rescigno and Philip Beard. Their extensive knowledge of trolley care maintenance is truly impressive. Whether diagnosing complex issues or performing routine maintenance tasks, their passion for all things trolley maintenance shines through in their work.

As many of you know, we have been deaccessioning our collection over the past few years. In 2023, we deaccessioned our Canadian Box Car 6714 to the Halton County Radial Museum in Rockwood, Ontario. In November, they relocated the boxcar to their museum to be cosmetically restored and, perhaps someday, run again. The car has an abundance of Canadian history, having been built in Toronto and serving Montréal commuters for many decades. The boxcar is now home.



Since we had an increase in our budget, we needed a full audit. We hired FML Tax Advisory Services. Thanks to Irene, Chas, and Fred for working with me and them to prepare for the audit.

At the end of 2022, we were vandalized during Winterfest and the Tunnel of Lights. The criminals destroyed many large fake Christmas trees and cut many Christmas lights at the end of the line. Because of this, we had generous patrons donate funds in January 2023 to help offset what we lost.

2024 started off operating during the winter months due to the mild winter, and we continue to build off of accomplishments from the previous years. We hired two new part-time staff members to fill the roles of Education Outreach and Membership Secretary/Volunteer Coordinator. Thanks to Lisa Caruso and Lucy Goins for starting the year off with new ideas, organization, and much-needed engagements from both visitors and volunteers.



As we reflect on our achievements and challenges of 2023, I am filled with gratitude for the dedication and support of our entire museum community. Moving forward, our focus will be on expanding our educational outreach, enhancing visitor experiences, and continuing to preserve and share the rich history of our trolleys. With the unwavering commitment of our volunteers, staff, board of directors, donors, and patrons, I am confident that 2024 will bring even more progress and success. Thank you for being an integral part of our journey, and I look forward to another year of growth and accomplishment together.

President's Report– Robert Brogle

Good Evening Everyone, and thank you for joining us this evening. We realize that many of you have busy schedules and have taken time away from other things to be here this evening, and we greatly appreciate your attendance.

I'd be remiss if I didn't say THANK YOU to every one of our volunteers that helped make 2023 successful. We accomplished a great deal in 2023 including hosting our first Dino Trolley event, revamping Rails to the Darkside, and making some additional changes to Winterfest. Make no mistake, the museum's mission hasn't changed, and we continue to have a great need to continually improve our existing special events, and find ways to create new ones. Please note, if you have ideas on how we can improve these events from a visitors' experience standpoint or a profitability standpoint, please share them with us!

From a board of director's standpoint, we've struggled a bit in the last year, and that's on me. It was originally my idea to go to 6 board meetings a year, instead of 12. The challenge is there's continuing to be a great deal of updating to the strategic plan, as well as continued improvement of by-laws, and fund-raising possibilities, we will be going back to 12 meetings (1 a month) starting in September. Additionally, when the bylaws were substantially revised in 2020 and ratified in 2021, we did put term limits in for board members, which was desperately needed. This is going to mean that many, including myself, will term out and have to take a year off before being able to serve again, if we so choose. This means that we will need more qualified individuals to step up and serve. In addition to this, we also need to strongly consider allowing non-board members to serve as officers.

On the collections front, we continue to move forward with deaccession on pieces of equipment that no longer serve our needs. The CN Boxcab #6714 left the property last fall, which was a considerable effort by our shop staff, volunteers and members of Halton County Radial Museum in Ontario, Canada. It went to a great home and is already being restored. We are now looking to rehome the dining/combine car as it needs to move to begin the drainage project. Stay tuned!

I want to thank the shop staff and shop volunteers for accomplishing a ton of work in the last year, including significant structural wood work on 1326, rebuilt motor replacement and run in on 836, taking over the 3001 project with John Pelletier's departure, and replacing 16's roof, much of the wiring, and partially rebuilding the trucks, continuing to maintain the other operating cars, and evaluating repairs to 5645, 451, 15, and 2600. I've been at the museum for 11 years, and there is more work happening up there today than I have ever seen.

We have some great, new paid staff in 2023 as well, including Phil Beard, and Gio Rescigno. We brought on two more paid staff in 2024, Lisa Caruso, Lucy Goins. These folks are making a huge difference for our visitor experience. Thank you!

I also want to thank Gina Maria and Justin for working together on initiatives throughout the museum. Remember that our people are working to maximum capacity, and while you may want to criticize them (and me) at times, thanking people and positive constructive criticism are the better pathways forward.

Finally, on a personal note, this is year 6 with me as President, and I said I would do this for 5 years. My life has changed significantly on the home front in the last 21 months and I'm now helping raise a 21-month-old and a 9-year-old, in addition to a 16-year-old. My parents are aging quickly (92 and 88 respectively) and can use more of me for sure. We need to start thinking very hard about my replacement, and have strong, honest communication as a museum about it.

Thank you again for allowing us to serve you.

Motor Pool– Ed Carlson

- repaired flail mower (flange replacement, roller remounted) 1/2023
- replaced worn-out Bobcat bob-tach hardware 2/2023
- replaced two leaky Case backhoe hydraulic fittings and two hoses 4/2023
- complete overhaul and rebuild of BT-1's damaged front rail gear (started 11/2022, completed 5/2023)
- cameras (front and rear) added to BT-1 to aid in railing/derailing process 5/2023
- replaced two broken mini-ex sprocket assemblies, one broken track roller 5/2023 (note; this fixed the mini's tendency to throw its tracks)
- repaired frozen BT-1 lifting winch and replaced rope 7/2023
- modified BT-1 rail gear safety locks to eliminate repetitive operator-caused damage (both front and rear) 8/2023
- repaired slow leak (rusted rim) F-150 pickup wheel 9/2023
- replaced four Case backhoe hoses 10/2023
- replaced obsolete Pettibone flat face connectors with ones that match our implements 10/2023
- replaced mini-ex alternator 12/2023
- replaced F-150 pickup ignition cylinder lock and battery 12/2023
- diagnosed and resolved BT-1's ongoing battery charging issue 12/2023

Various greasing, fluid and filter replacement, and other minor or preventive repairs to all machines took place throughout the year.
Secure fluids and equipment (welder, battery grease gun, track saw and drill etc.) storage was created at Edville using work site tool boxes donated by Will Yungk.

After around June 1, MP spent much if not most of its time overhauling and repairing the donated tie crane; removing and sending two hydraulic motors, two cylinders and a gearbox out for rebuild, replacing 26 hoses, adding sickle bar plumbing and mount hardware to the grapple, installing a second (rider) seat, and beginning (in late
December) the Roots blower removal and procurement process necessitated by freeze damage.

Grounds Report– Don Nordell

Probably the biggest thing that happened was the $750,000 dollar grant the museum received from the federal government. This grant will make it possible for us to pave the parking lot and take care of the flooding problem around tracks #1 and #2 by installing proper drainage. All of the Plans have been drawn and the drainage engineering completed by our neighbors Russo Engineering. The only thing we are waiting for is an environmental impact study from HUD and we can begin.

We received a grant from The Cigna Foundation for a wheelchair lift that was delivered last year. This piece of equipment allows us to offer a means for people that have difficult time climbing into our trolleys to now enjoy the ride out to station nine. With money that was left over we poured a concrete pad at track #2 for a loading area, and also installed a wooden walkway across track #2.

As always we want to give a big thank you to Doug Vines for the great job he does keeping the yard around the Visitor Center looking fantastic.

Development Report– Michael Speciale

Gifts and grants to the Museum amounted to $164,038. The funds came from a variety of sources including individuals, businesses, foundations and governmental agencies and were used to support the general operating budget and several special projects. Noteworthy were the contributions to support the continued restoration of Connecticut Company Car 3001, the grants from Mass Bay Railroad Enthusiasts and the Amherst Railway Society for the much needed work on the Springfield Electric Railway Car 16; the generous support of Museum patron Phil Palmieri to support track work; the fifth annual consecutive grant from the William & Alice Mortensen Foundation which was used for the painting of the Kelly and Woods barn doors; gifts from Infoshred LLC and Hartford Steam Boiler for improvements in the Visitor Center; and the $18,500 contribution from Berkshire Bank to pay for a new heating and cooling system in the Museum's office area.

The full listing of the contributions is posted on our website. Thank you to every one of our donors for helping to keep the Museum on the road to success and to my fellow Development Committee volunteer Dulcie Giadone for her outstanding work as the Museum's Grants Administrator and to our Executive Director Gina Maria who participates in and supports our work.

Safety & Security Report– Bert Johanson



Over the past year we have seen the museum fire alarm system move from the 1890's to 2023.

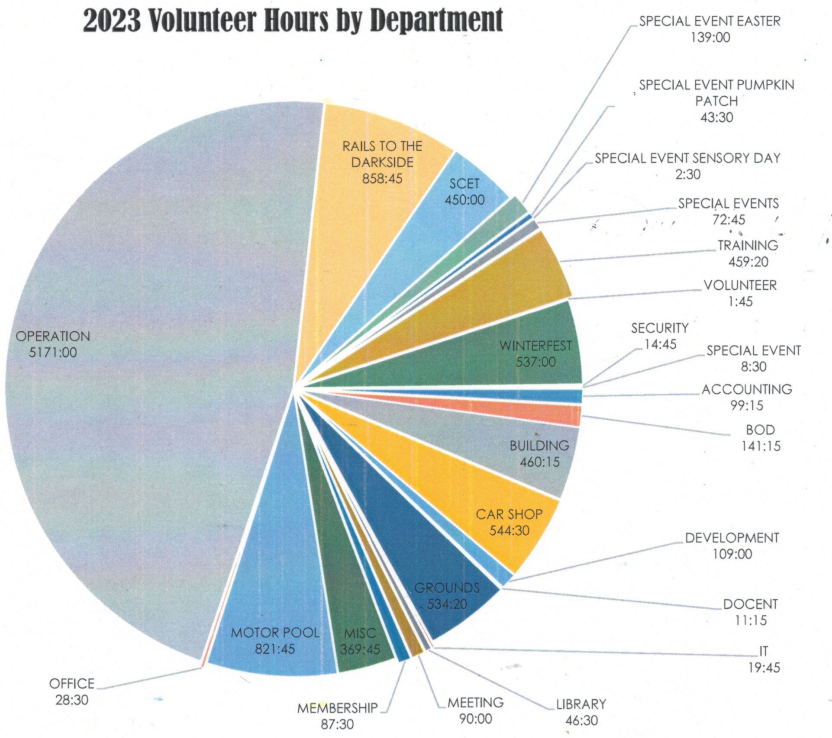
Total Protection Systems of Enfield has installed new modern fire alarm systems in four buildings on the museum site. Going forward we hope to install a system in the Woods Barn but that will depend on available funds. As the visitor center building is the only building with sprinklers a working and dependable fire alarm system is of great importance to the preservation of our streetcar collection.
In early years car barn fires were common as the high voltage wiring in cars many times lead to fires and that was for cars only 10 or 15 years old, not 100 or more like our fleet.

The CCTV system has undated in 2023 using HIKVISION equipment in 5 buildings. We now have 37 inside and outside cameras in all areas of the museum. All cameras can also we vied remotely by museum staff. The system is capable of storing 30 days for 24/7 viewing. This project was accomplished for under $5000 thanks to museum members Bill Babbitt and Matt Mazur. A special thanks to both members for the fine job!

As we do every year we had all the museum fire extinguishers inspected. Some years ago Pratt & Whitney Aircraft donated 50 fire extinguishers to the museum and for some time we have depended on this donation. Unfortunately over years these units have become obsolete and cannot be refiled when they are used. Over the past few years we have been purchasing new 10 lb. ABC extinguishers a few at a time and we now have mostly new up to date units.

Volunteer Report-Lucy Goins

2023 Volunteer Hours by Department



2023 Volunteer Hours by Department

2023	
DEPT	HOURS
ACCOUNTING	99:15
BOD	141:15
BUILDING	460:15
CAR SHOP	544:30
DEVELOPMENT	109:00
DOCENT	11:15
GROUNDS	534:20
IT	19:45
LIBRARY	46:30
MEETING	90:00
MEMBERSHIP	87:30
MISC	369:45
MOTOR POOL	821:45
OFFICE	28:30
OPERATION	5171:00
RAILS TO THE DARKSIDE	858:45
SCET	450:00
SPECIAL EVENT EASTER	139:00
SPECIAL EVENT PUMPKIN PATCH	43:30
SPECIAL EVENT SENSORY DAY	2:30
SPECIAL EVENTS	72:45
TRAINING	459:20
VOLUNTEER	1:45
WINTERFEST	537:00
SECURITY	14:45
SPECIAL EVENT	8:30
Grand Total	11122:25

Membership Report-Lucy Goins

	Total Members	Donations	Conductor	Motorman	Engineer	Caboose	Contributing	Supporting	Sustaining	Patron
2023*	315	$ 525.00	1	64	56	114	70	5	5	0
			0.32%	20.32%	17.78%	36.19%	22.22%	1.59%	1.59%	0.00%
2022	302	$ 1,793.00	6	76	49	108	54	5	4	0
			1.99%	25.17%	16.23%	35.76%	17.88%	1.66%	1.32%	0.00%
2021	331	$ 1,374.00	6	78	64	128	45	5	3	1
			1.81%	23.56%	19.34%	38.67%	13.60%	1.51%	0.91%	0.30%
2020	269	$ 1,131.24	3	70	40	110	40	4	0	2
			1.12%	26.02%	14.87%	40.89%	14.87%	1.49%	0.00%	0.74%
2019	427	$ 539.04	2	70	49	264	38	3	1	0
			0.47%	16.39%	11.48%	61.83%	8.90%	0.70%	0.23%	0.00%
2018	311	$ 123.40	4	72	35	166	30	2	2	0
			1.29%	23.15%	11.25%	53.38%	6.65%	0.64%	0.64%	0.00%

2023	TYPE	AMOUNT	
	NEW	153	48.57%
	RENEW	148	46.98%
	REJOIN	14	4.44%

2023	EMAIL			
	CARD		NEWSLETTER	
Y	163	51.75%	158	50.16%
N	151	47.94%	156	49.52%
U	0	0.00%	0	0.00%

Operations Report– Roger Pierson

We used three trolley cars in regular operations throughout the year: Car 4, 1326, and 355. Cars 65, 16, and 836 were in limited service due to maintenance work.

The Museum was open in February and March on Saturdays (weather dependent). We had a good turnout of riders in both February and March, and customers were glad we were open. It gave families something to do during the winter months.

The Easter Eggspress Trolley was a big hit with the kids and parents, as it is every year.

We were also open for school spring vacation from April 10-14.

On May 6th, the Night Time Photo Shoot with Marc Glucksman was a great hit with the photographers. The operation crews did an excellent job spotting cars for the event.

Fire Truck and First Responders Day is always a great hit with the kids, seeing all the fire trucks and even having a couple of the buses from the Bus Museum out on display.

June 18th was Father's Day, featuring behind-the-scenes tours along with the restoration shop.

July 8th and 9th was Dino-Trolley Weekend. The motormen and conductors did a good job making sure the kids and parents saw the dinosaurs, pointing them out along the right of way. They also taught the visitors about the East Windsor Dinosaur, the Anchisaurus.

August 19th was Superhero and Princess Day at the Museum. It was fun taking the kids in their costumes out on trolley rides and visiting with superheroes and princesses inside the visitor center.

Pumpkin Patch Days began on September 30th and also ran Saturdays and Sundays in October. Many happy families and kids picked their pumpkins at the Pumpkin Patch/Skylark Station 6A.

Rails to the Darkside Nights started on September 29th and 30th and also ran Fridays and Saturdays during October.

Winterfest - The cars were each decorated with Christmas lights and other decorations. The decorations in each car were different. Despite the rainy weekends during Winterfest, we still had a good crowd of customers. We ran car 355 when it was raining and car 4 when it was not. There were a lot of kids taking photos with Santa. Storytime Trolley with Santa and Elf is always a great hit with the kids and families, who also have a lot of fun on the trolley.



Signals Communication Report– Derek Dearborn

Throughout the past year, the signal department has been very hard at work maintaining and improving our signal system. Lots of internal and external work has been performed on the signals and related infrastructure, before and during the operating season. Here are the updates



Borrup Road has seen a lot of attention, starting in February with the replacement of the southeast crossing gate. This gate had been hit by a vehicle a while before, and was temporarily spliced back together.



The entire gate was replaced with a new one, and the old one was stripped of its salvageable hardware and disposed of. A few days later we replaced the old UV-faded red lenses in the crossing lights and dramatically improved the visibility of the flashing lights to approaching motorists.



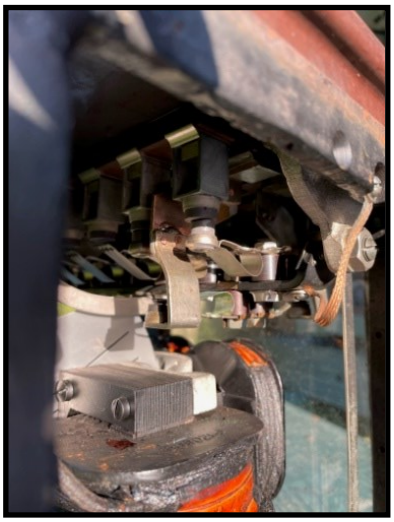
In March, a problem arose with some worn out insulated joints at the Hancock West spring switch. These joints are within the approach circuit to Borrup Road and caused the gates to get stuck down when the track circuit shorted because of their broken-down insulation. This prompted an immediate replacement of the old insulation and end posts within these joints, and was fixed soon after the problem was discovered.



Moving into April, the department had a great opportunity to recuperate some maintenance costs with the sale of some unusable switch machines that were found on the property. These machines were brought to the museum many years ago with the hopes that someday they could be restored and used within our system. Due to the age and condition of this equipment it was no longer practical to attempt that, so they were sold to an individual who had expressed interest in them.

It wasn't too far into May that the next signal issue presented itself. It was reported that all the outbound signals up to the 0.24 Semaphore were displaying a Stop aspect even when the track ahead was unoccupied. This turned out to be a broken contact inside a relay within the 17E Signal case. Emergency surgery was performed in the field and the relay contact was extracted and repaired. Once the contact was installed and the relay was put back into service, our system was up and running once again.

It was smooth sailing until sometime in June when a crossing issue was reported at Winkler Road. This issue turned out to be a high resistant flagman contact on the interlocking relay at the crossing. This caused a tail ring on westbound moves, which is when the gates intermittently go down and then back up multiple times while the train is traveling away from the crossing, prior to clearing the opposing approach circuit. This issue required the replacement of the interlocking relay so the original could be taken apart and repaired in a clean, suitable work-space. It has since been repaired and is ready to be put back into service in the event there are any other failures of this style relay.





In August, another problem presented itself, this time at the 0.25 Semaphore. It was discovered that the line circuit had failed between the semaphore and the next location inbound at the 0.13 Signal. Since repairs to the existing line cable were not possible, a temporary line was run along the ground to connect these two locations. After the repairs were made, our system was once again, back up and running.

Along with numerous repairs to the system, a handful of hard working volunteers devoted this year to painting our signals and cases. This work has dramatically improved the appearance of the system, and was very overdue. We are very thankful for this help and could not have done this ourselves with all of the other work required of us to keep the system functioning.



Other than some routine maintenance and a few minor issues, things were working as intended all the way up until December. It is at this time the next line circuit failure presented itself, with only a few weeks left in the season. This time it affected all of the outbound signals at North Road Interlocking up to the 0.12 Signal. Thankfully the temporary line we ran back in August was in the same block as this new failure and we were able to bypass the failed line circuit with the extra conductors in the temporary cable. This saved us a tremendous amount of work since we didn't have to run any more temporary cables. With this issue fixed it is our hope that the rest of the season will be quiet and we can attempt more permanent repairs in the off-season.

As a department we hope you are all enjoying the use of the signal system, as countless hours are being put in, both at the museum, and behind the scenes. Many hard working volunteers have come together to support the maintenance and repair of our system, and we would like to thank everyone who has contributed. We would also like to encourage anyone with an interest in signals to get involved in the department if they haven't already, as there is no shortage of work to be done to keep everything up and running for future seasons. Once again, thank you to everyone who has been there throughout the year helping us, as none of this success would be possible without you.

Gift Shop & Visitor Experience Report– John Meszaros

Main Goals:

Keep gift shop fully stocked.
Acquire new gift shop items.
Added pins for sale in gift shop.
Selling memberships.
Donating complimentary museum tickets for raffle drawings.
Renewing library memberships
Updating Rider Count spreadsheets for 2018-2022 Birthday parties.
Cleaning up inventory at end of year.

Develop new activities for themed days:

Stained glass trolley windows.
Caterpillar trolleys.
New scavenger hunts: New England monsters, New England dinosaurs.
Dragon and Princess conductor hats
STEM battery-powered car.
Easter activities.
Pumpkin Patch activities.
Winterfest activities.

Highlights:

Acquiring Dig Pit and Dinosaur Costume from Dinosaur State Park in Rocky Hill for Dinosaur Day
Contacting Nathan Nunez of the Curioporium for collaboration with the Trolley Museum for Rails to the Darkside
New hire, Lisa Caruso, has been a major asset for public engagement.

Issues:

Ice cream freezer lost power overnight, resulting in loss of stock
Gift shop ran over budget.
Gift shop summer hire did not work out and left after only a few months.

Buildings– Jim Borrup

CTM Annual Buildings Report January 1, 2023 to December 1, 2023 A list of projects, repairs and or improvements to the museum's buildings for the period noted above and not necessarily in chronological order Is as follows: 1. Install a new, high efficiency mini split heating and air conditioning unit in the snack bar building. This project was donated by Miller Oil Co. of Enfield. 2. Replace broken Andersen window in the snack bar, cleaned all wall tiles and tile floor 3. Replace all lighting fixtures in the visitors center, restoration shop and all parking lot light fixtures with LED. Work performed by Earth light Technologies with a grant from the Cigna Corporation. 4. Installed electricity in all the storage pods for lighting, ventilation and misc. use 5. Painted interior and exterior of barn doors on Kelly Barn and Woods Barn. The funds for this work was provided by a donation from ---6. Misc. painting work done by volunteers Scott and Pete throughout the property. 7. Repair or attempt to repair leaks coming from clerestory area (time will tell) 8. Make minor repairs to platform at Skylark and station----with Don Nordell's help 9. Installed dimmer switch and changed overhead lights to LED in North Road Station 10. Serviced both boilers in the visitors center and replaced worn parts on one boiler 11. Installed new panel board in gift shop for electronic equipment 12. Temporarily extended the elevated walkway to view car. 13- Replaced the stained ceiling tiles with new ceiling tiles--13. Other misc. repairs, replacements and adjustments throughout the building.

Shop Report-Phil Beard

Car 16 has been the primary ongoing project in the shop. It has been taken out of service due to extreme wear on the trucks, as well as major concerns in the wiring. Current completed work is as follows.

Interior wiring has been mostly replaced, including a new main feeder from the roof to below the car, as well as a new cut out switch and distribution bus bar for all auxiliary circuits. The original feeder was spliced together from at least 7 different pieces of different gauge wire, with significant gaps in insulation. These gaps were in multiple places almost touching the body, or painted, along with the roof, in aluminum paint. New auxiliary wire runs have also been made, utilizing multiple dedicated feeds instead of multiple T splices into a single 600 volt feeder. This not only allows for easier future repair, but is a significantly safer design. Line switch has been repaired, and unblocked. This will not only save wear on the controller, but now allows the motor overcurrent and back notching protection and safety devices to work. Redundant (yet live) wires left from the cars days as a work motor have been removed, now removing the risk of any passengers in the baggage compartment accidentally touching live wires. Redundant switches and fuse blocks have also been removed from cab areas, simplifying operation and, again, reducing the number of incidental live wires and terminals capable of either grounding or being contacted by passengers or crew. East end truck (passenger compartment) has received multiple months worth of work. Both trucks on the car were, and are, extremely worn, with coil springs collapsed, bolster supports rusted through and held on mostly by tension from rust. Coil springs were partially collapsed, losing at least ¾ an inch from their total height, and negatively affecting their ability to function. The leaf springs were in an even worse state, being not only rust bound and seized, but no longer held in by their correct retainer, and instead by two under spec U bolts which would deform any time the spring attempted to move. On Top of this the swing arms that hold the leaf spring assembly, and hold the whole car's weight, were suffering from extremely worn bushings and pins. Most bushing were worn nearly entirely through, with some having the pin eating into the parent parts. The pins were in a similar state, having lost at least ¼ to ½ of their total thickness. The result of this is between both pins and bushings on each swing hanger being better part of an inch lower than it should be. It was also uncovered that one of the saddles that holds the swing hangers had broken its welds and was being held in only by gravity. All of this combined to create trucks that ride at least an inch and a half low, and were at most relying on half their spring, which were either seized, or not correctly capable of returning. To correct this, we have replaced all hanger bushing and pins with new stock, Freed leaf springs, and fabricated new retainers, Replaced coil springs, Replaced and fabricated new links to hold the coil springs to the truck bolster. Broken hanger re-welded to truck frame. On top of all this, the trucks were partially cleaned and painted. In a similar manner to the interior wiring, the fact that no serious harm to life or limb has been done due to the condition of these trucks is nothing short of a miracle. Tests after the work done to the east end truck showed that end of the car able to operate through rough track and switches smoothly, whereas the untouched end would shake and rock violently on even smooth track.

West end truck is undergoing the same work as the east end truck, though in a slightly different manner. The east end truck was worked on while under car, though with weight taken off of it. While this worked, the decision was made due to the west end truck being in worse condition, and it long term probably being easier, to completely pull the truck. All work being done is similar, with the addition of a pair of new specialty pivoting bolts for the bolster supports. There is also planned to be a welding repair made to a crack in the frame, as well as some work done to one of the brake linkages that is in exceptionally poor condition. All bushings and pins were in significantly worse condition, requiring all 8 of the swing hangers to be re-bored before new bushings could be made and pressed in. Two of the hanger saddles are broken off, both will yet need to be re welded. Line switch box was currently only held on by one complete insulator, and two failed. This means that not only is it structurally not as sound as it should be, but there is one level of electrical protection simply gone. To remedy this the original bolts will need to be cut off and drilled out, new bolts installed with new undamaged insulators, and new mica tubes sourced or found. Brake actuating arm has worn through its guide, which will be replaced. The guide has yet to fail, but is unquestionably on the brink of doing so. Both motors on the west end truck are in dire need of rebuilding. The commutators are worn into a W shape, and are below the wear limits to an extent they are beginning to eat into the insulation. East end motors are in better condition, but should also be considered for future work. Notable rust has eaten into some of the cross members of the west end, unclear to how much an extent this continues on the east end. There is also some concerning structural wood damage by the north side baggage door. While this is not an immediate concern, it is something that should be addressed at the soonest convenient time. When car 16 is returned to service, it is the opinion of the shop that it should be kept in reserve due to the multiple concerns that are not able to be immediately addressed, and only used for it's role as an ADA car, or other emergencies. **Locomotive 18** was not initially on the plan to be worked on in any major way, but the need to use it to move CN 6714 arose, and as such it was brought back to life. It was tested earlier in the year, to check the condition of the compressors and brakes. Rumors of the locomotive's mis plumbing were found to be half true. The #1 end brake stand was entirely functional, while the #2 end would leak so bad the brake pipe wouldn't be able to get above 30 PSI. The "Reversed Plumbing" story does not currently seem to be the issue. Other issues also exist with the distributing valve, which has a hard time holding release, and acts extremely slowly with either independent or automatic. Many of the initial problems were remedied when the one main reservoir was drained, revealing that it was full nearly to the top of water. The amount is estimated to have been in the 40 gallon range. The air governor is functional but tends to cut in too low and has not been responsive to attempts to bring it back to calibration. Over current protection has also developed unusual failures, causing it to drop out seemingly at random, requiring it to be bypassed. Troubles with the reversing drum were found and corrected. The slack adjusters were also several inches out of adjustment. Despite all of the issues, enough was repaired and brought back enough that the locomotive was able to make several test runs under its own power, and a week later was almost able to complete moving 6714 to station 9. Sadly, it threw one final curveball that could not be corrected on the fly, when a packing cup on one of the motor circuit contactors failed, meaning that the locomotive could not take power. Fortunately, by that point, the move had gotten the largest weight, 6714, over the hardest hills and track geometry, allowing the diesel to take over the rest of the way, and 18 to be able to act as a back up brake sled.

Conn Co. 3001-A trip to branford was undertaken to visit #3000, and take some photos showing the general arrangement, and helping a nearly entirely fresh set of eyes to see how the car is supposed to go back together. Much of the work done on the car since John's departure has been to hang the last of the wooden arches on the roof, and to cut to length a large number of pieces otherwise missing from the car. Currently not much is able to be done on the car as staff is either busy with holiday events, or car 16. Once things have settled down, 3001's air system will be gone through, checked, what needs to be reinstalled, re-installed, and hopefully tested using at least shop air. At that point, heavy woodwork will begin as weather warms up and volunteers become more available. When the truck swap with 5645 will happen is mostly up to many other factors, and not something to be speculated with any notable confidence at the moment.

Operating Fleet -Pumpkin trains, Rails to the darkside, and now Winterfest have put many miles on the cars, most fortunately uneventful, though the past few weeks of Winterfest have been more challenging. 836 has seemingly barely found its way out of the woods of a failed air governor, and into the scrubrush of a functioning but imperfect one. 65 similarly has encountered issues with its brake stands being full of what can only be described as mud. 65 having an air governor failure earlier this year due to water in the bores causing it to fail, as well as many other water related issues, point to the fact that such a humid summer and fall season, as well as an incredibly rainy early winter, has resulted in notable amounts of water getting into the air systems, more than the usual blowdowns have been able to remove.
1326 has had work done to its west end stand, which has improved the half notch issue, and thus far has been operating much smoother. 355 and 65 will be receiving the most attention, with 355's part dropping issue hopefully able to be resolved, and 65's air system cleaned. Also hopefully with 65 over the pit, we may be able to find the source of the lean.

Shop General-The shop air compressors have been brought back online, and have been providing very reliable service so long as 600V is available. While bigger and more capable, the requirement for 600 does show a need to still have a smaller compressor that can run off of a standard plug for when 600 is not available, or a task is small. Our previous compressor did fill this role, and is still in the shop incase of emergencies, but is broken beyond repair, and should be replaced imminently. Two new tools have been acquired, a metal chop saw, and a hydraulic press. The press has proven itself invaluable. It has already been pushed to its limits, broken, repaired, upgraded, and put back to use.

John brought the Cincinnati mill back online before his departure, and it has been of immeasurable use, boring out swing hangers for 16, as well as having a role in the manufacture of new pivot bolts. It should be noted that this machine alone practically overwhelms our phase convertor, and cannot be used alongside any other 3 phase machine in the shop. In fact no two 3 phase machines can be used at once, the only exception being the grinder with the lathe or bridgeport mill, as its load is comparatively small. This lack of a proper power supply is something we would like to have addressed at some point in the near future, as it does slow down our ability to make or repair parts.

Treasures Report– Charles Gross

Connecticut Electric Railway Association

5 Year Look Back

	2019	2020	2021	2022	2023 (unaudited)
Income					
Contributions and Grants	291,215	180,290	258,961	255,665	179,167
Program Revenue	266,051	136,616	305,216	314,539	334,606
Investment Income	4,761	5,015	14,684	31,006	1,056
Other Revenue	11,955	5,931	16,285	15,427	113,121
Total Income	573,982	327,852	595,146	616,637	627,950
Expenses					
Salaries	120,911	108,283	124,049	141,891	189,829
Other Expenses	373,058	298,834	373,827	454,403	484,952
Total Expenses	493,969	407,117	497,876	596,294	674,781
Revenue less Expenses	80,013	-79,265	97,270	20,343	-46,831
Events					
Winterfest	80,812	53,067	115,659	114,382	124,654
Rails	57,585	15,370	56,543	65,561	64,935
General Admissions	50,359	15,051	35,018	38,641	56,090
Pumpkin Patch	38,859	38,023	44,616	51,002	38,981
Easter Bunny	10,651	5,355	17,852	21,314	16,846
Other	27,785	9,950	35,528	23,639	33,100
Cash at year end	246,977	256,096	348,008	404,210	397,719