The Connecticut Electric Railway Association, Inc.

ANNUAL REPORT 2025



THE CONNECTICUT ELECTRIC RAILWAY

Connecticut Trolley Museum

Annual Report Editor: Marc Warnock

The Connecticut Electric Railway Association, Inc.

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Motor Pool Manager - Ed Carlson
Webmaster - Dale Maine
Information Technology - Hugh Brower

Museum Curator- Justin Chasse
Museum Historian - Larry Bryan

Connecticut Trolley Museum Passenger Counts

	Year										
Month	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
January	-	2	-	-	-	-	-	-	-	-	-
February	-	-	-	-	-	419	-	-	316	363	93
March	-	1,320	-	2,030	-	41	526	-	269	1,371	689
April	2,002	1,759	4,194	1,487	2,043	-	1,369	2,335	2,033	1,079	2,535
May	2,367	1,251	1,434	1,588	1,548	-	965	908	925	826	945
June	2,209	2,571	2,483	2,178	2,618	172	1,169	1,410	1,480	1,254	898
July	3,697	4,189	3,654	3,820	3,527	419	5,419	3,739	4,147	3,635	3,701
August	4,728	3,961	5,934	4,306	5,693	632	3,470	3,765	4,143	2,865	2,257
September	1,465	1,402	1,422	1,277	1,476	738	1,525	1,623	1,133	1,226	993
October	7,723	9,142	10,906	8,660	8,485	3,329	6,518	6,557	5,202	4,570	3,144
November	1,142	1,244	2,307	1,767	1,050	582	1,027	868	969	810	1,129
December	8,540	8,211	8,155	8,003	7,884	2,657	5,612	5,821	6,264	5,540	5,348
Total	33,873	35,052	40,489	35,116	34,324	8,989	27,600	27,026	26,881	23,539	21,732

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About Us

Connecticut Electric Railway Association

The Connecticut Electric Railway Association, Inc. is the owner and operator of the Connecticut Trolley Museum. Founded in October 1940, it is the nation's oldest incorporated organization dedicated to the preservation of the trolley era. The organization is led by a board of directors elected by the membership.

All major buildings and the museum's center of operations are located on a 17-acre facility adjacent to State Route 140 in East Windsor. The right of way is an almost 3 mile portion of the Rockville branch of the Hartford & Springfield Street Railway Company. Void of all track, the property was purchased when the organization was formed in 1940. Over the years, our volunteers have been able to build not only 1.5 miles of track and the associated overhead wire for power distribution, but all of the yard and storage track, power substation, storage barns, and restoration shop.

Mission Statement

Our mission is to provide a historically accurate educational experience of the trolley era, through the interpretation, preservation, restoration, and operation of an electric railway.

Core Values

- Fun
- Integrity
- Professionalism
- Accountability
- Team



President's Report

Eighty-five years ago, three men put their names on paper to create the Connecticut Electric Railway Association, Inc. and were supported by another 50+ members of the National Railway Historical Society. There is a plaque dedicated to this group at the front door of the Visitors Center. These were men who wanted to preserve the trolley era so future generations could experience what it was like to ride a trolley car, just as they had. In 2025, our museum continued that mission, celebrating the accomplishments of 85 years of incorporation, but also to face, adjust, and act on the financial realities that were in front of us.

We hosted close to 22,000 visitors this year and were open for more operating days than the museum has ever been open since the COVID pandemic in 2020. We celebrated a major infrastructure project completion with the paving of our parking lot and raised a significant amount of funding for the renovation of the theater. However, we needed to deal with the reality that our operating financial performance was unsustainable.

I have invested a lot of time in discussions with our members and volunteers about the past, present, and future of the museum since the leadership changes in August of 2025. What I have learned is that there is a great passion for this organization, but there have been many twists, turns, and diversions in its history and even recent history. Sifting through the positives and negatives of all the stories, I come to two main conclusions:

We have a passionate and knowledgeable core of volunteers and members
AND
The public (our customers) love this museum, and it is embedded in the fabric of the region.

Through these changes, I am appreciative of the support from the Board of Directors, staff, volunteers, and members. We have a duty to those founders, our members, the public, and ourselves to ensure this museum exists for future generations to come. From the support, I know that this membership understands and embraces that responsibility.

With 2025 behind us, I'm encouraged to push the museum forward and see all the support that is out there to do that. We must continue to challenge ourselves to press forward with our initiatives within the boundaries of our core values. While the Board of Directors did not specifically number the core values, we must put FUN as our number one value. I want our members, volunteers, and the public to have fun when they are on our campus and/or representing the museum.

The 85th year was a difficult one for our association. With the financial operating model reset, we can begin to focus on the next few years' foundational work to be sure we don't face this again soon. I know that I've learned from this experience and from all the current and past members. We must do our best to continue pushing forward with a positive attitude and a smile. It's what our customers and the public expect from us.

Respectfully submitted,

Andy Borst

Andy Borst
President – Connecticut Electric Railway Association, Inc.

Board of Directors Report

Last year, I shared with you the intentional changes we began implementing in 2024 to strengthen governance, improve communication, and better align the Board and operations. I am happy to report that in 2025, those efforts continued to take hold, translating from structural improvements into meaningful, measurable progress across the Museum.

Our annual planning framework is now firmly embedded in how we operate. We are now consistently looking ahead with one-, three-, and ten-year targets that align with our mission and financial capabilities. Through this structured process, we identify challenges from across the organization, prioritize initiatives that will have the greatest impact, and focus each quarter on specific objectives — what we refer to as our "Rocks." In the spirit of transparency and accountability, progress on our Rocks is reviewed regularly at Board meetings and documented in our published minutes along with other projects and is available for everyone to review on our website. This disciplined approach has sharpened our focus and ensured that our time and resources are directed where they matter most.

We also experienced changes in Board composition this year. As several members concluded their service, we welcomed new members with backgrounds in legal, higher education communications, executive financial oversight, and professional fundraising, including trolley-related expertise. This expanded and diversified range of skills and experience strengthens our governance capacity and enhances our ability to plan strategically, manage risk responsibly, and pursue sustainable growth. While we will miss the services of those who have departed from the board, we are excited about what our new members can (and have) contribute.

Throughout 2025, our standing committees — Development & Nominating, Collections & Exhibits, Finance, and Executive — operated with greater clarity of purpose and effectiveness. We have continued refining Board-level procedures and documentation to support consistency and professionalism. In keeping with our commitment to good governance, we formally adopted a whistleblower policy this year, an important step in reinforcing ethical standards and accountability across the organization.

Recognizing that strong infrastructure supports strong operations, we formed a Technology Committee to address several critical needs. Immediate areas of focus include refreshing our aging computers and network, as well as the phone system; transitioning data and applications to secure cloud-based platforms; and strengthening cybersecurity and reliability. These investments are foundational to improving internal efficiency, protecting sensitive information, and preparing the Museum for future growth. While there has not been a lot of visibility to change in this area to-date, there has been a lot going on in the background, setting the foundation for the next steps, which will be more impactful. Expect to see more activity in this area soon.

We also took an important step in reinforcing our commitment to the stewardship of our historic assets. The Board formally created the position of Chief Museum Curator and recognized Justin Chasse as Chief Museum Curator and President Emeritus. This role reflects the importance we place on professional collections management and honors the leadership and institutional knowledge that continue to guide our preservation efforts.

Perhaps most importantly, we have continued to nurture a culture grounded in communication and shared ownership. Quarterly planning updates, Town Hall meetings, and open reporting practices are helping ensure that staff, volunteers, and leadership are working from the same strategic playbook. While organizational change can sometimes feel gradual, when viewed over the past year and a half, the progress is substantial. I think we are now more aligned, more transparent, and more intentional in how we operate. Our core values (Fun, Integrity, Professionalism, Accountability, and Team) continue to remain central to everything we do.
They guide our decisions, shape our interactions, and define the kind of organization we aspire to be. While we may not have hit perfection, I think we have come a long way, and that is a testament to everyone's hard work here at the museum.

The accomplishments of 2025 reflect the dedication of our volunteers, staff, donors, and Board members. Your continued support enables the Connecticut Trolley Museum to preserve history while building a strong and sustainable future. I am grateful for your commitment and look forward to what we will achieve together in the year ahead.

With much appreciation,



Ed Laprade
Chairman, Board of Directors

Development & Nominating Committee Report

Contributions to the Museum totaled over $654,000 in 2025, with the largest amount of that contribution, a portion of the $750,000 HUD grant that we were granted in 2023. We also saw significant grants for the Theater reconfiguration, as well as a third Neighborhood Assistance Grant from Berkshire Bank and Eversource Energy.

The Parking Lot resurfacing and drainage projects were the signature project from the Development Funds received. In August, we hosted US Congressman John Larson, as well as state legislators, Saud Anwar and Carol Hall, and East Windsor First Selectman, Jason Bowsza, to dedicate the achievement. This project has really upgraded the appearance of the museum, along with the fencing that was installed to provide a professional-looking gate to our customers and passersby on CT Route 140. The next major project to be completed will be the first phase of the theater renovation.

In September, we also unveiled new platforms at the Pumpkin Patch Platform at Station 6A. In 2024, these funds were secured with the generosity of the Mortensen Foundation. Mike Luzzi, Ray Nobile, and many volunteers from the Connecticut Carpenters Union Local 326 completed the platform in time for our Pumpkin Patch event. The comments we received on the upgrade were noticeable on every trip to Station 6A. The new platforms are visually appealing, but also much safer than our previous platforms, which were in dire need of replacement.

During the year, we were also successful for two grants that were specific to our fleet. We were awarded $1,000 by the Mass Bay RRE to build and install new doors for Car 451, and we were awarded over $2,500 to repaint New Orleans Public Service car 836. Both of these projects will be completed in 2026.

Lastly, toward the end of the year, we were approached by a member, Jim Holston, who donated $5,500 from his family foundation, The James and Nancy Holston Foundation, to purchase new radios for our Operations Department. As of the end of 2025, these are on order, and they are expected to be delivered in early 2026.

The Development Committee is transitioning to the leadership of Bob Knebel in 2026, with additional committee members being recruited. I cannot thank Bob, Mike Speciale, and Dulcie Giadone for their tireless work during 2025 to continue to achieve such great results on behalf of our Association.

On the following page are the donations to the museum in 2025 sorted by order of total donations, exceeding $100 in total donations to the museum. We are grateful to all our donors throughout the year.

Andy Borst
Development Committee Chairman

Department Head Reports

Operations Department

In 2025, we had Montreal Tramways cars 4 & 2600, FairHaven & Westville R.R. Co. Car 355, Connecticut Company car 1326, available for regular service. Cars Springfield Terminal Railway Car 16 & New Orleans Public Service Inc. Car 836 were used generally for special events. We added 3 new motormen to the active roster from our training class.

The museum opened very early this year, in February and March, on Saturdays with limited success. At the end of March and April, we began weekend operations, highlighted by our Easter Eggspress trolley Service in April.

For the 85th anniversary celebration in May, we completed a parade with trolleys, interurbans, work cars, and locomotives, and essentially everything we could put on display. We had a full house of operators to make that day a success.

During the summer, we operated the normal Tuesday through Sunday schedule and hosted several groups during the year. Tuesdays continued to be the Storytime Trolley, which proved to be the highest attended day for most weeks in the summer. Dino Trolley was expanded to two weekends this summer, but we did not see a doubling of attendance as we expected. We still averaged over 400 per day, as the dinosaurs continue to prove a popular event. We rounded out the summer with a successful Superhero and Princess Day, which is always a favorite.

Highlighted by the new platforms at Station 6A, Pumpkin Patch was a real hit this year. New Orleans Public Service Inc. car 836, Connecticut Company car 1326, and Montreal Tramways car 4 were the mainstays, as the weather was quite good for all but one day of the event. We tried a new event this year by decorating Montreal Tramways Car 4 early for Winterfest for a Jack and Sally Nightmare Before Christmas event. For the first time in several years, we did not operate a Rails to the Darkside or its last incarnation, Curse of the Rails service.

Winterfest attendance this year was very strong, with almost every night using double sections with New Orleans Car 836 and Connecticut Car 1326 on the hour, supplementing Montreal Tramways Car 4 on the half-hour trips. Working in tandem with the Gift Shop, we filled most seats each night, other than the 9 pm trip, which we cancelled many nights. Even with that change, we were still up 15% in riders from 2024.

I'm appreciative of all our operators who helped make the year a success, and of our Restoration team for keeping our fleet in operation during the year.

Roger Pierson
Operations Manager/Motorman #115

Department Head Reports

Signal Communications & Electric Traction

In a two-day effort, a pole changeover was completed from old pole 288A to new pole 288A. A changeover consists of moving existing infrastructure from an old pole to a new pole. The trolley wire span wire, WF lights, and WF lights' ground wire were moved. A new down stay and a new pole-to-pole stay were also done. The old pole was taken down. Thanks to Don, Bill, and Warren for this effort.

The Monday Morning crew replaced the broken gate at Winkler with our spare gate. A new spare gate was built by Don, Warren, Larry and Rich. A track circuit power supply pole that was on the ground was replaced. The power supply circuit box was then attached to the new pole. The trolley wire approaching the shop was raised by adjusting the support spans. Further raising the wire will require placing a new pole in the shop area. This was completed by Ray and Warren. A new light pole was placed in the parking lot to replace the one cracked while preparing the parking lot for renovation. This work was done by the Union Local 42.

The malfunctioning Winkler crossing gate flashing lights were repaired. This was done by the Monday morning crew, and in particular, Larry, Andy, Tyler, and Tom Willerford.

New poles were placed leading to the Fire Museum. These poles will get the Fire Museum power lines off the ground. It is anticipated to be completed in 2026.

On July 3rd, a tree came down on the wire span that supports the bridge east of Wells Road. This resulted in the bridge snapping in two. The bridge holds the end of the trolley line in place and maintains the proper height of the trolley line over Wells Road. A temporary fix was put in place, allowing trolley operations to continue unimpeded. Roger, Ray, Will, and Warren completed this task.

In August, members of IEBW Local 42 removed the broken bridge and put a new bridge in place. They carted away the broken pieces. They also used a different method to attach the trolley wire to the bridge, thus avoiding the use of a long span wire that is subject to tree damage.

In October, the Kelly Yard 600 VDC Disconnect Box was completely replaced. The work was done by the Monday morning crew using a box previously built by Don Nordell.

In November, a new signal wire, running from Pole 067 to Pole 123 (relay boxes .25 -
.13) was installed. This replaced the blue wire that had been lying on the ground for the past two years. Warren Cardone, Derek Dearborn, and Dick Knotts completed this project.

Some WinterFest (WF) light grounds and WF bus wires were repaired before the start of Winterfest.

Warren Cardone
SCE&T Chair

Department Head Reports

Motor Pool Department

November 2025 saw the departure of our ancient and dilapidated Ford F-150 carryall to the junk yard, and the arrival of a 2010 4WD F-350 Superduty crewcab pickup. This has hirail wheels and a diesel transfer tank with a pump and is a major upgrade to the track department's ability to place volunteers, track material, and tools where they are needed along our right-of-way. It will also fill the role of carryall around campus for people, event decorations, grounds materials, and other stuff, while the transfer pump will allow Diesel 1 fueling without using jerry cans. After some minor repairs and operator training, we expect this to see major use starting in the spring of 2026. An ancillary benefit will be many fewer miles put on our bucket truck, which has spent much of its stay at CTM moving people and equipment simply because it was the only hirail vehicle available.

In April, CTM obtained a Gradall G3R excavator for ditching, lifting and other ROW work. This purchase was a long-term investment by CTM; hirail Gradalls are rare, it was nearby, and the price was right. It runs, moves, and digs (we've already put it to work once), but has air system issues and requires ether to start, problems we expect to address in 2026.

After a six-week delay spent at the Bobcat dealership fixing various issues, a Bobcat T750 compact track loader bought from United Ag & Turf was delivered in February to replace our most reliable (but old, rusty, and high hours) 883 skid steer. It worked adequately through May and then dropped dead with DEF (emissions control) and wiring issues. A field trip back to Bobcat in W. Hartford restored life but not health; in September, cascading failures took it down again, and it never came back. Bobcat's house call technician ($700+ for 45 minutes) quoted us $10K area to replace the entire fuel system (including $1200 apiece for four injectors available on Amazon for under $200 each). That wasn't happening, and my own efforts to get it running reliably simply ran out of time when the cold weather arrived, and the earlier DEF issues returned. At the end of 2025, a management decision to move on from the Bobcat was in place, and the search for its replacement started. MP's goal now is (come warmer weather in 2026) to fix this lemon and then wave goodbye forever!

Other vehicles largely ended the year as they started, cranky and old but operational. The Case backhoe got a new water pump and belt, and will need front tires in the spring. The mini-excavator got new tracks and sprockets. CTM's bucket truck was the hero in 2025; not one single issue of any kind. The replacement of our tie crane's engine remains ongoing, largely because there has been little time during 2025 to devote to this project. Hopefully, early 2026 will see this work completed, as the pending departure of the Bobcat should free up MP for more productive work.

Ed Carlson
Motor Pool Manager





Restoration Shop Report

Through the turmoil of this past year, work in the shop has been continuing steadily. With a change in report timing, some of the information below will be a repeat of work done just before the previous report.

As always, 3001 is a top priority and one of our most difficult challenges. As of the last report, all the underbody equipment was being mounted. This has now been completed, and all have been joined by a plethora of junction boxes made in our wood shop. Both controllers are also mounted, though we discovered while wiring that one had to be swapped, due to discrepancies in sub-variants of the K6 controller. This meant we got to embark on a third controller rebuild, though, at this point, being far better practiced, it went rather quickly. We were also lucky with the timing of the controller issue, as just as it was discovered, we ran out of our entire stock of 2AWG wire for the car. Ordering the new wire was not a quick process; it came in early in November, allowing us to finish the last of the traction cabling within a day. We had been that close to being finished. Following the traction cabling, lighter gauge wiring for the Line Switch, as well as the compressor, has been run and finished.

Work has also continued on the car body. New steel has been bolted on in the form of the windowsills that run the length of the car. These pieces were custom bent by local CAMM Metals. Some rust holes were discovered during their mounting, which have been addressed. One body issue that will continue to plague us is rust jacking on the vertical batten strips that cover the seams between side sheets. All of these are jacked to some extent and will need to be addressed. As this is primarily a cosmetic concern, work on that isn't planned till this summer, and once the car has demonstrated its ability to move.

Another major hurdle for us to cross this upcoming year is the completion of the roof. At this point, the east end vestibule is still not done, and is critical for completing the roof, and having something to mount a pole to.

Moving backwards in time, 16 had spent the winter in the shop, and as the weather warmed up, its annual inspection grew into some improvement work. Both controllers needed work, but the west end controller was found to be incredibly poor condition. Much of the copper was heavily worn, pitted, and burned. One element on the drum had burned through so hard it had destroyed the head of the screw that fastened it in place. On top of this, many old repairs were not up to par; these bronze brazing's were used to try to build back up some of the elements. While this was being fixed, the two large cargo doors caught our eye. Both had faded and peeling varnish, and while the wood was still holding up, with its protection failing, how long would that last? So, we stripped, sanded, and re-varnished the doors. The improvement in appearance of the car is immense, almost now outshining the rest of the car.

As operations allowed, the rest of the fleet was cycled through for annual inspection and re-oiling, culminating in 303 being brought into the shop and returning after the 85th anniversary parade. Again, as stated in the previous update, the car was electrically given a once-over, and the long "dead" second notch was fixed, its failure an artefact of a rather unique rebuilding done by the CA&E that used parts in a non-original configuration. The car's brakes were also looked at, with its triple valve pulled off, cleaned, and regasketed. Cosmetically, work took place inside as well, curtains were made and hung to hide the long missing stained glass that would have once been in the car. Interior letting has also been touched up. The biggest project with 303 is still ongoing. Last year it was found that the car's roof leaked severely. As such, it needs to be re-canvassed. We'd hoped to get it before cold weather and Winterfest, but both cold and conditions were against us. The state of the wood under the roof could have been far worse, but it still required a lot of work. Several holes had been cut into the wood to access wiring and crudely patched with sheet tin. Reinforcing the blocking of dubious intent and indomitable efficacy had caused cracking of at least one carline, and severe gapping between the main

Restoration Shop Report

barrel of the roof and the vestibule ends. As of writing, these issues have been fixed.
We do have the materials to complete the task and are expecting warmer weather to continue.

Late in the season, 2600 gave us some problems, the compressor failing to build pressure above 50 PSI. The car was pulled into the shop, the compressor was dropped, and serviced. The problems were found to be a poorly made and critically failed head gasket, and an intake check that had snapped clean in half. Those problems fixed, the car was back in service to round out Pumpkin Patch. The diesel compressor also developed issues around this time, which were similarly solved with a good cleaning of the head.

A shift in the Modus Operandi for Winterfest Decorating meant that Line Car 1 was going to be acting as not just the chase vehicle, but the power and brakes for itself and S-193. To this end, the car was brought over the pit and gone over. Brake rigging was greased, slack was adjusted, and all the bearings and suspension were oiled. The West End controller has never functioned if the car has been on the property. In the interest of best practice, this was thoroughly investigated. As it turns out, the long mystery problem was a single twisted finger on the reverse drum. While the technical work was ongoing, it was discovered that the paint on the car was starting to peel off the car in sheets. Knowing that this car is currently forced to live outside, repainting was needed urgently. The car was quickly stripped of all loose paint, sanded, reprimed, and given a new coat of orange paint. Lettering was also re-applied. The car, now making it to over 130 years old, performed its duties of lugging around the much heavier S-193 without any fuss or complaint.

Winterfest, the most intensive time on our cars, nearly went off without a hitch. 1326, 836, and 4 carried the bulk of the passengers; 2600 failed again early on into the event. A diaphragm failed in an interlock valve, meaning the car couldn't charge its EM pipe. These diaphragms all have date codes in the mid 1950's, and as such all needed to be replaced. New parts are currently being sourced.

2600 being forced back out of service certainly is a sour note to end the year on; however, repair is being worked on, and we have an incredibly busy year ahead of us. 16 will be brought into the visitor's center, with work scheduled on its roof, floor, and possibly a continuation of re-varnishing efforts. As stated, 303's roof will also be a spring project, and once that is complete, 836 will be in for a complete painting job. Help is always needed and appreciated. Saturdays are almost always workdays in the shop, and no prior skills or knowledge are needed.

Just over the line into the new year, January 17th, 2026, Conn Co. 3001 operated under its own power for the first time since the 1980's. While it was only a few feet, limited by the length of a stinger cable, it is nonetheless a massive step forward in the car's restoration.

Phil Beard
Car Shop Manager

Memberships and Volunteering

1. Memberships
    a. 337 memberships *sold* in 2025 (includes 38 libraries)
    b. $44,870.73 *sales* in 2025 (includes $8,900 library)
    c. Active vs. Sold
        i. Active count includes memberships sold during the last half of 2024
        ii. With VBO, future reporting will be solely on memberships sold during the current year.
    d. Addition of Timeless Lifetime Memberships
        i. $2000 per membership. $14,000 for 7 TLM in 2025
        ii. Significant financial support for the museum
        iii. Significant bonuses for members
            1. Extra guests
            2. Annual guest motorman experience
            3. Annual private car charter
            4. Plaque in VC lobby
2. Library Plan Updates
    a. Researched other museums and library plans
    b. Streamlined our system to one plan, half off savings.
3. 2025 Reciprocals
    a. Yarde Tavern
    b. Lutz, Children's Museum (July & August), Science Center (July)
4. Volunteers
    a. 2025 volunteer hours: 10,507:50
    b. 91 volunteers on end of year roster.

Hours by Department

TOTAL 2025

Department	# of Sign Ins	Hours
Row Labels	Count of TOTAL TIME	Sum of TOTAL TIME2
ACCOUNTING	52	705:00
BOD	333	901:56
BUILDING	153	379:12
CAR SHOP	106	497:57
DEVELOPMENT	33	53:00
DOCENT	37	117:35
GROUNDS	127	573:35
GROUP	1	1:20
LIBRARY	43	129:21
MEETING	61	169:50
MEMBERSHIP	3	10:45
MISC	222	698:47
MODEL RR	8	15:16
MOTOR POOL	105	704:09
MOVES	4	20:45
OFFICE	42	211:25
OPERATION	484	2689:33
OUTREACH	1	4:00
SCET	178	519:54
SECURITY	49	93:55
TRACK	134	719:09
TRAINING	30	92:01
WINTERFEST	126	664:30
IT	5	14:08
SIGNALS	14	56:05
EVENT (DINO)	25	126:07
EVENT (PARKING LOT)	5	11:30
EVENT (SHP)	3	13:00
EVENT (LEGO)	4	13:00
EDUCATION	1	3:30
COLLECTION	1	3:30
EVENT (85)	19	127:45
EVENT (EASTER)	10	61:50
VOLUNTEER	4	22:35
GIFT SHOP	2	13:35
PUMPKIN PATCH	10	47:05
GUEST MM	2	5:30
EXHIBITS	4	13:30
EVENT	2	2:15
Grand Total	**2443**	**10507:50**

Total Library AND Regular Members	TOTAL STANDARD MEMBERS	CONDUCTOR	MOTORMAN	ENGINEER	CABOOSE	*CONTRIBUTING***	VISIONARY	ENTHUSIAST	*SUPPORTING***	GUARDIAN	LIFETIME
$ 54,526.02											
449											
$ VBO	$ 37,379.29	$ 243.74	$ 2,879.38	$ 2,755.84	$ 12,250.94	$ -	$ 2,725.27	$ 1,504.02	$ -	$ 1,004.02	$ 14,016.08
FROM VBO	308	10	79	61	128	*0*	19	3	*0*	1	7
% VBO		3.25%	25.65%	19.81%	41.56%	*0.00%*	6.17%	0.97%	*0.00%*	0.32%	2.27%
$ QB	$ 9,246.73	$ 90.00	$ 460.77	$ 523.02	$ 3,757.03	$ 3,915.91	$ -	$ -	$ *500.00*	$ -	$ -
FROM QB	110	3	13	12	47	*33*	0	0	*2*	0	0
% QB		2.73%	11.82%	10.91%	42.73%	*30.00%*	0.00%	0.00%	*1.82%*	0.00%	0.00%
$ TOTAL STD	**$ 46,626.02**	**$ 333.74**	**$ 3,340.15**	**$ 3,278.86**	**$ 16,007.97**	***$ 3,915.91***	**$ 2,725.27**	**$ 1,504.02**	***$ 500.00***	**$ 1,004.02**	**$ 14,016.08**
TOTAL STD	**418**	**13**	**92**	**73**	**175**	***33***	**19**	**3**	***2***	**1**	**7**
% TOTAL STD		**3.11%**	**22.01%**	**17.46%**	**41.87%**	***7.89%***	**4.55%**	**0.72%**	***0.48%***	**0.24%**	**1.67%**

Total Library Members	LIBRARY Jr. Motorman	LIBRARY Conductor	LIBRARY Motorman	Library Museum Partnership Pass
$ 7,900.00	$ 600.00	$ 6,250.00	$ 1,050.00	$ 1,745.98
31	3	25	3	7
	9.68%	80.65%	9.68%	22.58%

2025 Donations to Connecticut Electric Railway Association, Inc.

$10,000 and Over

Larry Bryan
David Dembo
Berkshire Bank
United States Housing and Urban Developmen

$5,000 - 10,000

The Hartford Foundation for Public Giving
The James and Nancy Holston Foundation
The William and Alice Mortensen Foundation
Union Pacifc
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Charles Gross
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Kenton Harrison
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$1,000 - $2,500

Allison Kiene
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Philip Palmieri
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$500 - $1,000

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Michael Speciale
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$250 - $500

Barry Cone
Dawn Falenschek
Dr. William Spector
Ed Carlson
The Yarde Tavern

$100 - $250

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Bradley Regional Chamber of Commerce
Brenda Long
Christopher & Kristina Shaw
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David Kaufman & Amy Levine
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Deborah Rae
Donald Weigt
Donna Benito
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Enfield Public Library
Eric Van de Berg
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Peter Rozantes
Richard Fee
Richard Knotts
Robert Brogle
Scott Powell
Stephen Johnson
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Suzanne Murray
Wil Gambardella
William & Sue Sample
William Dobkins
Xian Clere

Connecticut Electric Railway Association
7 Year Look Back

	2019	2020	2021	2022	2023	2024	2025 (unaudited)
Income							
Contributions and Grants	291,215	180,290	258,961	255,665	184,011	116,825	136,731
Program Revenue	266,051	136,616	305,216	314,539	334,606	319,589	293,167
Investment Income	4,761	5,015	14,684	31,006	40,000	1,008	859
Other Revenue	11,955	5,931	16,285	15,427	69,332	93,740	27,540
Total Income	573,982	327,852	595,146	616,637	627,949	531,162	458,296
Expenses							
Salaries	120,911	108,283	124,049	141,891	189,380	232,246	186,446
Other Expenses	373,058	298,834	373,827	454,403	413,829	399,715	266,660
Total Expenses	493,969	407,117	497,876	596,294	603,209	631,961	453,106
Revenue less Expenses	80,013	-79,265	97,270	20,343	24,740	-100,799	5,190
Events							
Winterfest	80,812	53,067	115,659	114,382	124,654	112,285	120,103
Rails	57,585	15,370	56,543	65,561	64,935	41,459	
General Admissions	50,359	15,051	35,018	38,641	56,090	69,601	64,870
Pumpkin Patch	38,859	38,023	44,616	51,002	38,981	51,930	43,349
Easter Bunny	10,651	5,355	17,852	21,314	16,846	16,579	16,575
Dino Trolley							26,805
Other	27,785	9,950	35,528	23,639	33,100	10,607	21,461
Total	266,051	136,816	305,216	314,539	334,606	302,461	293,163
Cash at year end	246,977	256,096	348,008	404,210	397,719	330,420	319,896