

Boston Street Railway Association, Inc.

Fifty-Second Annual Report

2011

Looking back on Fiscal 2011, the Association has enjoyed considerable progress with most of its objectives. Financially, we enjoyed a small surplus and our membership remained stable. The Publications Department enjoyed increased website sales, and we expect this trend to continue as we improve our on-line presence, although the major income in this area still comes from mail orders from our bi-monthly catalogs now carrying improved and expanded merchandise. Once again the department staffed sales and display tables at the Amherst Railway Society's West Springfield show, and this again was a success. Improvements in shelving storage at our warehouse will help with our plans to market back issues of *ROLLSIGN* on our website.

Steelwork on Type 5 No. 5706 is nearly done as we finish the second of the two end vestibules. Flip over and end seats are also done. The seats were a two-year project, which we completed in August. Work on underfloor electrical and air systems and the car body interior will be underway in 2012/13. We have now exceeded the \$200,000 mark, two-thirds of our fund-raising goal. While most of the donations this year came from interested members and friends, a \$1500 grant came this year from the Amherst Railway Society. The Association is deeply appreciative to all contributors to this worthy and important project.

ROLLSIGN enjoyed several interesting feature articles this year, including *The Subway at Government Center Revisited*, by Ed Anderson, and *The Summer Street Drawbridge Wreck*, by Paul Joyce, in addition to the regular news of Boston transit events.

The Entertainment Committee once again produced twelve great shows, thanks to their efforts and those of the presenters, and the steady attendance at our meetings validates these efforts.

Our volunteer officers' annual reports follow. Without their efforts, your organization would not be the one it is today, and your strong level of support in sustaining the Association and helping it achieve its goals matches this level of commitment. Thank you!

Report of the Publications Director

This year has seen our online publications sales grow, as we expanded our offerings through the holiday season and worked to streamline the processing of online orders within the department. A measurable percentage of our sales are now generated online, however mail orders remain the dominant method of order placement. Due to increases in postal rates, we had to adjust our shipping rates in the second half of the year, and anticipate a further restructuring of our rates in the next fiscal year to better control shipping costs.

This year, we replaced a collapsing shelf for *ROLLSIGN* back issues with a metal shelving unit. We also purchased an additional rack that will house newer issues as they arrive at our warehouse. These new shelving units will help us greatly

when we put our extensive back issues catalog on our website in 2012 for online purchases.

Our Publications Fulfillment Manager, Ron Clough, continued to volunteer his time to process our customers' orders and maintain our warehouse. He typically works once or twice per week, depending on order volume. The Association thanks him deeply for his efforts, and we are continually looking for ways to improve the warehouse and streamline our efforts.

In January, we continued our participation at the Amherst Railway Society's Show at the Eastern States Exposition in West Springfield. Volunteers Dana Frisbee, Nick Tomkavage, Paul Tomkavage, Bill Pollman, Ron Clough, and Brad Clarke assisted our Publications Director at the show, and we thank them all for their volunteer efforts.

This summer, we initiated a mail and email campaign to transit museums and booksellers for our own publications, adding some new wholesale customers, including Historic Rail, Ward Maps, and the MBTA's official online gift store, MBTAGifts.com. We continually look for new wholesale outlets, and appreciate any inquiries or leads from our members.

Our bi-monthly sales catalogs remain a source of quality transit and railroad publications and DVDs for our members and customers, and this year we carried some stellar new titles, including books from Branch Line Press, South Platte Press, Motorbooks, and Morning Sun Books. We appreciate every order, which help the Association in two key ways: first, all proceeds enter our General Fund, which supports the day-to-day operations of the Association, the publication of *ROLLSIGN* magazine, the costs associated with our monthly meetings, and the production of new books of our own. Second, our offerings help to fulfill one of our cornerstones – education. We attempt to offer both unique and high-quality items, giving our customers the chance to learn about public transportation in many modes across the country.

In 2012, we look forward to the launch of our new and expanded website, continued work on our forthcoming publications (*Route of the Minutemen* and *Streetcar Lines of the Hub: The MTA and the T*), and the development of a new and exciting online project, which will offer interactive and in-depth ways to educate our members and the public about the history of public transit in Boston and New England.

Report of the *ROLLSIGN* Director

The Association published six issues of *ROLLSIGN* in 2011 with color covers. There were 113 color and 21 black and white photos, and 8 drawings and maps, on 112 pages.

Jonathan Belcher's annual MBTA Vehicle Inventory was featured in the January/February edition. Remaining issues included: *The Subway at Government Center Revisited*; T.F. Green Commuter Rail Station; Boston Day at the Seashore Trolley Museum; Copley Square Station Entrance; "Grey Ghost" PCC's; Fairmount Commuter Rail Line Plans; Osgood Bradley Building, Worcester; BSRA PCC 3019 Fan Trip;

Summer Street Drawbridge Wreck; PCCs in winter in Cedar Grove Cemetery; Longfellow Bridge Winter Scene; Metro West Regional Transit Authority; Last Trolley in Beverly; Fairmount Commuter Rail Progress; Dudley Square Bus Station; and State Street Modernization with a look back.

Charles Bahne, Jonathan Belcher, Bradley Clarke, Robert J. Matusik, Robert Minichiello, Barry Steinberg and George Zeiba are all part of our regular staff, who keep the publication on track year round. There were many other contributors to *ROLLSIGN* as well, and we offer our sincere thanks to Ed Anderson, Tadd Anderson, Ryan Anderson, Robert Barrows, Len Batchelder, William Chermesino, George Chiasson, Joseph Diecidue, Paul Joyce, Christopher Kelliher, Paul Leahy, Mike Lennon, Joe Lynch, Larry Mack, Larry Mills, Paul Shackford, Leo J. Sullivan, and Nick Tomkavage.

Report of the Secretary

This office handled membership renewals and the annual election, both of which occur in September of the fiscal year and take a lot of effort. The balance of the year was spent on member correspondence, donor letters, and public inquiries.

Our mailing list now numbers 845. Since October 1, 2010, we have added 25 new members and lost 40 due to attrition, including 11 deceased, 3 resignations, and 26 who did not renew, for a net loss of 15. This is a larger number of deaths than normal and smaller number of new members, both of which fluctuate from year to year. Given the state of our national economy, however, this is a statistically stable outcome. Our membership and *ROLLSIGN* circulation statistics, as of September 30 of each year, were as follows:

<u>Mailing List Category</u>	<u>2011</u>	<u>2010</u>
Regular	435	437
Intermediate	8	7
Associate	279	290
Subscriber	82	85
Honorary	8	8
Complimentary	<u>33</u>	<u>33</u>
Totals	845	860

Report of the Director of Car Restoration

Work on Type 5 No. 5706 has progressed rapidly in 2011. We're nearing the end of steelwork, the most important part of the project. Right now, the second end has been removed from 5706, and work on installing the new vestibule is underway. The new platform knees, which support the vestibule, will be installed shortly. The crown sheet subassembly and end panels will follow, bringing the major steelwork to a close. Minor steel replacement remains, including sheathing the corner posts, which tie the vestibule to the car body, and replacement of part of the letter board, the flat panel under the edge of the roof above the windows, on both sides.

Seat restoration is finished. Final painting of the wooden flip over and end seat assemblies was done in August. All metalwork has been repaired, primed and painted, including the seat pedestals, which entailed a lot of welding to replace the floor flanges. The H. Albert Webb Memorial Preservation Award, presented to the BSRA in 2009, funded this project.

To date, we have replaced all of the steelwork in the center part of the car, including floor beams, side sheeting structural steel, sills, belt rails, a new bolster for one of the two trucks,

and T-posts for the window sash. We have also rebuilt six Westinghouse 508-A traction motors, allowing for two spares, purchased twenty four new cherry window sash assemblies for the side windows and new sash for the vestibule windows, four new sets of oak folding doors, and a new Southern Hard Yellow Pine sub-floor. The flip over and end seats have also been completed as mentioned earlier.

Starting in 2012, we will begin replacing the electric wiring, resistors, heaters, and controllers, the air brake piping, compressor, air tanks, and door controls and piping. Finish work on the interior is planned for 2012/13. This includes a new floor, installation of windows, doors and seats, and painting and lettering, completing work on the car body. Also in 2013, we will begin work on the trucks and wheel sets. The truck frames and bearings will require refurbishing, the wheels will need new tires, and the rebuilt motors will be reinstalled with electrical and air connections.

Our goal is a fully reconstructed, operating streetcar. We estimate that \$300,000 - \$350,000 in total will be required for the restoration of Type 5 No. 5706, a significant amount for an organization of our size. Your continuing support has made this project possible, and we have now exceeded the \$200,000 mark, two-thirds of our fund-raising goal. This is entirely due to you, our members and friends.

Report of the Vice-President

During the past year, the Vice President has handled routine member correspondence, assisted at and wrote the press releases for the monthly meetings, assisted the other officers and directors by reviewing drafts, reports and financial statements including the Annual government filings for the Treasurer. This office also completes and submits the annual survey for the Association of Railroad Museums (ARM).

The Vice-President prepares and submits the Annual Corporate report to the Secretary of the Commonwealth, prepares the credentials for the Association's representative at the ARM Annual meeting and has primary responsibility for monitoring the mailbox on the Association's website, responding to routine questions, and forwarding communications to the appropriate officers, directors and staff.

Until December of 2010, this office updated the Association telephone message line, which was discontinued when the carrier stopped providing that service. The Association now uses its website as a replacement, and has an agreement with the Grand Lodge with regard to notification of meeting cancellations. Finally the Vice-President prepares the report of the nomination committee and documents for the tellers to use in tabulating votes at the annual meeting.

Report of the Entertainment Chairman

Dana Frisbee, our Entertainment AV Manager, continues to earn a round of applause that is not heard often enough, for steadfast work before each of these shows that makes them possible, and whose work after each of these shows makes sure that everything in the room is in order when we leave.

Before meetings we show traction videos (VHS and DVD), and invite members to bring pre-meeting entertainment. After the October 2, 2010 meeting, the chair began taking notes during shows and submitting edited versions of these as Entertainment Reports after each show, this being quite important when the actual show differs from the corresponding Entertainment Calendar flyer description.

The BSRA extends its sincere thanks to all who presented at our 2010 – 2011 meetings, which are summarized below.

October 2, 2010. Jim Schantz's Seashore Trolley Museum Update. The restoration status of Boston Elevated center entrance car 6131 and Eastern Mass. lightweight 7005 was presented first, followed by Portugal, Germany, and Hungary photos. Images from the late Foster Palmer's extensive slide collection, now in Seashore's library, were also shown. Finally, an update on the American Public Transportation Association's guidelines for heritage and modern streetcars, and recent streetcar developments in North America.

November 6, 2010: R. Allan Pommer –Erie-Lackawanna Electric and Other Subjects in Super 8 sound, starting with the Newark City Subway and the Washington DC Metro, followed by the Erie-Lackawanna Electric service, all in 1978 (with early 20th Century 3000 V DC EMU trains), temporary replacements (diesel-hauled coach trains), occasional original Metroliners, GG-1/E60CP-hauled Amtrak trains, and PATH trains running alongside, and in 1984 with the new high voltage AC cars. Boston area commuter rail, the Arborway and Red lines; commuter branch service near New Haven; graffiti-covered subway trains and the first graffiti-resistant subway trains in New York; steam on the Wolfeboro and Edaville Railroads, and a second look at the Newark City Subway, all taken from 1980 to 1994 ended the show.

December 4, 2010. Eastern European Wanderings. Herb Pence showed us scenes and gave us a history lesson from several regions in former Yugoslavia, with slides taken in 2008, including Zagreb and Dubrovnik in Croatia, and Sarajevo in Bosnia-Herzegovina. He showed us public transportation (much of it from Yugoslavian/Soviet Bloc times) and some of the damage done by the war to both modern and historic structures, some of which the people of the affected areas have since rebuilt.

January 8, 2011: Tadd Anderson – Massachusetts' Regional Transit Authorities. Coverage of former Eastern Massachusetts Street Railway territory, and elsewhere. The show covered the period from the 1980s to the present, but included some vintage images from as far back as 1893. Transit authorities included the MBTA Commuter Rail, rapid transit, and bus services connecting to the other regional transit authorities, and the following transit Authorities: Merrimack Valley, Lowell Regional, Worcester Regional, Greater Attleboro Taunton, Brockton Area Transit, Montachusett, Cape Ann, and Rhode Island Public Transit Authority. Some private carriers, including an articulated bus owned by Crystal Transport and used for JFK/UMass shuttle service under contract to UMass Boston were also shown.

February 5, 2011: Leonard Bachelder's tour of Pittsburgh Railways and Port Authority of Allegheny County from 1960 to 1973. The show began from when Pittsburgh had the greatest number (68) and the greatest route mileage of streetcar lines in North America, to the Port Authority with its enormous cuts in streetcar service that its predecessor had largely preserved. Modern Port Authority light rail service in selected locations were also presented for a then-and-now comparison, and finishing with shots of the privately operated (although PAT-owned) Duquesne and the PAT-operated Monongahela inclines.

March 5, 2011: Mike Prescott's Cross-Country Potpourri. Photos from the 2009 Boston Trolley and Transit Meet, including several of historic buses that were on display, Seashore Trolley Museum photos of buses, trolley buses, streetcars, and rapid transit equipment, and shots from Las Vegas began the show. Chicago was next with CTA rapid transit service, the Hudson-Bergen Light Rail system, and the Roosevelt Island Tramway and subway images, including a Museum Train in New York City. Mike finished with rapid transit, streetcar, bus, Commuter Rail, and Boston boat images. High quality video segments were often used.

April 2, 2011: Donald Nevin with Transit in the Holy Land and Trolleys in the Land of the Nile. Shots in Haifa in 1987 began the show, with local buses and passenger trains to Tel Aviv and Nahariya, including part of a former Ottoman Empire line and the Carmelite Sub-

way. Next was Alexandria, Egypt in 1991, showing horse-drawn carriages, a large streetcar system, and a separate French-built light rail system; then to Cairo from the Suez Canal port of Ismailia, in 1993. Cairo featured an electrified commuter rail system similar to European S-Bahn service, an extensive French-built meter gauge light rail system, and a separate in-city meter gauge streetcar system with Soviet Bloc equipment. The Cairo scenes also included city buses, and railway museum photos. The show ended with trolley buses in Izmir, Turkey in 1988; the Suez Canal and parallel rail line in the 1980s; Tunis in 1968, with vintage equipment in distinctive suburban rail service; and finally, trolley bus service in Istanbul.

May 7, 2011. Eric's New York Roundup. An impressive array of slides documenting the history of the New York transit system from 1894 to 2010, started with New York elevated steam-hauled railways with wooden-bodied cars. Next were buses as they evolved from 1913 to the 1950s, including some from Staten Island, and some Brooklyn streetcars and trolley buses. New York City scenes from 2010 followed, including subway diesel locomotives that can pull trains in snow emergencies, and shop photos. Recent scenes included the Atlantic City to Philadelphia service, the Newark City Subway and suburban buses, PATCO, SEPTA Line 15, and PATH. Shots in 2010 of the Northland region of Ontario and passenger rail in Manitoba, from Winnipeg up to Churchill ended the show.

June 11, 2011. Boston, New York, and New Jersey from 1950 to 1969 by George Chiasson. George Chiasson graciously gave us a show on very short notice to substitute for Russ Jackson who could not be at the BSRA meeting to present his show. East Boston service from 1951 to 1966, Boston surface lines in the 1960s, including the Riverside line as a diesel-hauled operation followed by electrification and PCCs, the MTA main line (now the Orange Line) in the 1950s, vintage Cambridge subway cars, Stadium Station, and the Mat-tapan Line started the show. Next was New York from the early to late 20th Century, with maintenance equipment, subway cars, and elevated cars, yard photos, and a few shots of the Staten Island Railway. The show ended in New Jersey, with the Hudson and Manhattan Railroad (now PATH) and vintage Newark City Subway streetcars.

July 9, 2011. Donald Nevin showed two videos including the DVD version of Trolley: The Cars that Built Our Cities, featuring the history of electric railways from the earliest days to the revival of light rail. Next was Steel and Ice: The Trolley Days of Winter, portraying snow sweeper, snow plow, and streetcar snow operations from North American cities from the 1890s to now. Finally, some Foster Palmer film footage of winter operation of Type 5s on Boston's Fellsway line was presented.

August 6, 2011. Nick Tomkavage with Scenes from the City by the Bay. Nick's trip to San Francisco in February through March 2011 was featured, with added shots from May 2009. The MUNI F line, with PCCs painted in historic North American city liveries and other historic cars, photos of the previous and current generations of trolley buses, the Stockton trackless trolley tunnel, and diesel buses were shown. A tour of the J, K, L, M, N, and T lines running Breda LRVs, and the MUNI car houses was next. At Geneva Park carhouse, historic cars in various stages of maintenance were shown. George Chiasson added to the show with San Francisco trolley bus photos from trips in 1985, 1989, 1990, 1993, 1998, and 2007.

September 10, 2011. Allan Jayne's Small or Starter Rail Transit Systems in the South. First was the TECO heritage streetcar line in Tampa, FL, run by the Hillsborough Area Regional Transportation Authority (HART) with Gomaco heritage replica cars. Next was the LYNX system of Charlotte, NC, run by the Charlotte Area Transportation System (CATS), with modern Siemens S70 streetcars operating from an Interstate 495 stop south of Charlotte to 7th Street station downtown and the mothballed but still intact heritage streetcar system (Charlotte Trolley) that formerly overlapped with the LYNX route, followed by the Downtown Transportation River Street biodiesel-electric hybrid power streetcar (originally a Melbourne W5) of Savannah, GA, running along the waterfront. Some shots of the Hong Kong subway and elevated system (Mass Transit Railway) ended the show.

Final Remarks

As we enter 2012, we look forward to our participation in the Boston Trolley and Transit Meet, a joint project with our sister organizations, the Seashore Trolley Museum, The Bay State Society of Model Engineers, and the Boston Chapter of the National Railway Historical Society. This is new ground for your Association, and the successful outcome of the first one we participated in, that in 2010, has inspired us to have even

Respectfully submitted,

The Directors and Officers of the,
BOSTON STREET RAILWAY ASSOCIATION, INC.

Bradley H. Clarke, President and Chairman
Thaddeus S. Anderson, Secretary
Thomas Athearn, Vice-President and Clerk of Corporation
Charles Bahne, Treasurer and Director
Jonathan Belcher, Director at Large
Lucius Chiaraviglio, Entertainment Chair
Ronald Clough, Publications Fulfillment Manager
Daniel R. Cohen, Director at Large
Dana Frisbee, Entertainment AV Manager
James E. Gately, Librarian
David F. Harling, Director of Car Restoration
Daniel T. Lenihan, *ROLLSIGN* Director
Michael R. Prescott, Publications Director
Nicholas Tomkavage, Office Administrator

greater expectations. This event will be held in the spring of 2012, and there will be many opportunities for your volunteer participation.

Once again, your Association thanks you for your help and high level of support. You truly make the difference.

Boston Street Railway Association
Annual Treasurer's Report
Fiscal Year 2011

		General Fund	
Cash on Hand:	General Fund	October 1, 2010	\$3,119.15
INCOME FOR FISCAL YEAR 2011:			
	Donations and Grants, General Fund	\$11,097.47	
	Dues, Regular	\$10,712.00	
	Dues, Intermediate	\$160.00	
	Dues, Associate	\$5,620.00	
	Roll Sign, Subscriptions	\$1,312.00	
	Postage Surcharges from Members	\$126.00	
	Roll Sign, Retail	\$287.00	
	Roll Sign, Wholesale	\$345.00	
	BSRA Publications, Retail	\$2,111.09	
	BSRA Publications, Wholesale	\$1,730.85	
	Publications, Resale	\$18,005.71	
	Publications, Sales Tax Collected	\$607.36	
	Publications, Shipping & Handling	\$2,314.21	
	Fantrip & Trolley Meet Income	\$0.00	
	Other General Fund Income	\$21.70	
	TOTAL GENERAL FUND INCOME FOR FY 2011:		\$54,450.39
EXPENSES FOR FISCAL YEAR 2011:			
	Management & General Expenses	\$4,113.58	
	Roll Sign Printing	\$13,984.00	
	Roll Sign Postage & Mailing Service	\$3,916.00	
	Other Roll Sign Expenses	\$1,115.60	
	BSRA Publications Printing & Production	\$0.00	
	Other BSRA Publications Expenses	\$0.00	
	Purchase of Inventory for Resale	\$12,146.73	
	Publications Marketing & Show Expense	\$6,565.01	
	Publications, Sales Tax Paid	\$624.53	
	Publications Shipping Expense	\$2,222.68	
	Other Publications Sales Expenses	\$4,053.06	
	Monthly Meeting Expense	\$3,064.95	
	Library Expense	\$1,380.00	
	Fantrip & Trolley Meet Expense	\$0.00	
	Fundraising Expense	\$618.86	
	Refunds Paid & Returned Checks	\$90.52	
	Other General Fund Expense	\$0.00	
	TOTAL GENERAL FUND EXPENSE FOR FY 2011:		\$53,895.52
GENERAL FUND SURPLUS/(DEFICIT) FOR FISCAL YEAR 2011:			\$554.87
Cash on Hand:	General Fund	September 30, 2011	\$3,674.02
		5706 Fund	
Cash on Hand:	5706 Fund	October 1, 2010	\$33,535.33
INCOME FOR FISCAL YEAR 2011:			
	Donations and Grants, 5706 Fund	\$17,313.98	
	Interest, 5706 Fund	\$127.16	
	Other 5706 Fund Income	\$0.00	
	TOTAL 5706 FUND INCOME FOR FY 2011:		\$17,441.14
EXPENSES FOR FISCAL YEAR 2011:			
	Car 5706 Restoration Expense	\$17,845.00	
	Car 5706 Maintenance & Housing	\$0.00	
	Car 5706 Project Management	\$63.57	
	Car 5706 Fundraising Expense	\$1,501.46	
	Other 5706 Fund Expense	\$0.00	
	TOTAL 5706 FUND EXPENSE FOR FY 2011:		\$19,410.03
5706 FUND SURPLUS/(DEFICIT) FOR FISCAL YEAR 2011:			(\$1,968.89)
Cash on Hand:	5706 Fund	September 30, 2011	\$31,566.44
COMBINED CASH ON HAND:	September 30, 2011		\$35,240.46
PROOF OF BALANCE:			
	Cash	\$0.00	
	Checking	\$4,568.02	
	Money Market	\$29,929.27	
	Savings	\$607.27	
	PayPal	\$135.90	
	Square	\$0.00	
	GRAND TOTAL CASH ON HAND	\$35,240.46	VARIANCE: \$0.00
5706 FUND GRAND TOTAL RAISED TO DATE:		\$200,634.72	