

# Boston Street Railway Association, Inc.

## Sixty-Third Annual Report

### Fiscal Year 2022

#### Summary

The past year, fiscal 2022, has been a busy one for the Boston Street Railway Association. The highlight was a very successful trackless trolley fantrip held on February 19, 2022. Another success was our return to the annual Amherst Railway Society show at the Big E in West Springfield, Massachusetts.

To commemorate the rapidly approaching abandonment of the Cambridge-Belmont-Watertown trackless trolley network on March 12, 2022, we arranged a fantrip with the MBTA. The T agreed to let us use Neoplan trackless 3104 and Neoplan dual-mode 1105 for the trip. The dual-mode operates as a trackless trolley between South Station and Silver Line Way.

Response to our announcement was immediate and resulted in 110 attendees. We covered the entire system, including Watertown Carhouse, where the remaining trolley bus loop wire had long been out of service. We also made several trips on the Huron Avenue line, which had been converted to bus operation in 2013, but the overhead wire had been kept as a bypass route and for pull-in and pull-out coaches as recently as the summer of 2021.

The fantrip received rave reviews and the web was flooded with video footage from the many attendees. We offer our most sincere appreciation to the MBTA and its employees who volunteered their time to make this unusual and interesting trip possible.

The Amherst Railway Society show was held in West Springfield on January 29 and 30, 2022. The Society had cancelled the 2021 show in response to the COVID-19 pandemic, so we were unsure about what attendance would be, given continuing restrictions. Adding to this uncertainty, a powerful nor'easter threatened for the weekend. Surprisingly, throughout the storm, an unexpectedly large group of people showed up, and our two show tables had great sales!

Our monthly meetings have settled into a routine involving a lot of preparation. Running a successful meeting requires pre-meeting coordination and document preparation to a much greater extent than the in-person meetings of the past. The Zoom software that we use for our meetings has also changed, and with it the need to make changes on the fly, even during the meetings, since Zoom updates sometimes come without warning.

The entertainment segment of our monthly business meetings requires a rehearsal the week before and a pre-meeting update with the presenters. Issues with Zoom software, access to content stored on the Internet, and issues with presenter software are typically addressed and resolved in these sessions.

We are asked often if we intend to resume physical meetings. The answer is yes, and eventually, but not on a monthly schedule. The logistics of essentially televising our meetings via Zoom and combining this process with the logistics of entertainment presentations will require additional staff training and possibly new equipment before we can move forward. Another consideration is a suitable meeting location which is centralized and affordable. Experience has shown that finding the right place can be difficult.

We believe that the electronic distribution of *RollSign* has been satisfactorily accomplished. While we continue to provide our members with both the electronic and print versions, we hope to eventually accommodate requests for receipt of the electronic version only. As we have said before, doing so is not as simple as it sounds, since we must consider how this will affect our membership records as well as minimum press run quantities for the hard copy.

Speaking of *RollSign*, we have had a significant increase in the cost of printing the hard copy and may require a rethink of how we handle this added burden moving forward. Increases in USPS costs and mail delivery reliability questions make how we distribute *RollSign* even more important.

Our Type 5 car restoration project has resumed, following a long-time hiatus involving the move from Connecticut to Virginia and the construction period for our contractor's new shop, itself delayed by COVID-related construction restrictions, supply-chain delays, and worker availability.

Financially, the Association had a small deficit for the year, expenses exceeding income by \$850. *RollSign* hard copy printing costs mentioned above, increases in postage, and printing stationery are largely responsible. Your continuing donations to the General Fund are of enormous help in offsetting these inflationary increases and we thank you for your support.

Our plans with the new Green Line book in the *Streetcar Lines of the Hub* series were derailed this year by several unrelated and unforeseen issues that required unplanned volunteer time. Barring further contingencies, we hope to produce this book in FY 2023.

The BSRA remains a valuable information asset, continuing our educational and historical outreach to our members and the public through our website and direct communications by email and regular mail. We expect considerable progress on Type 5 No. 5706 in FY 2023 as well. Please keep us in mind for future support and for bequests so that we can maintain our current path. Thank you.

#### Report of the Publications Director

In FY2022, the BSRA Publications Department produced five full Publications Catalogs, deployed multiple emails, and maintained our online store, all of which again produced many sales year-round. Tremendous thanks are again due our volunteer Warehouse Manager Ron Clough, who braves heat, cold, and the Post Office to fill customers' orders and maintain our stock. We could not do what we do without his tireless efforts. We also appreciate all your orders throughout the year, large and small, since proceeds from sales help keep the Association rolling year-round.

In January 2022, the Association operated two tables at the Railroad Hobby Show in West Springfield, MA, which returned after a one-year COVID hiatus. Despite a heavy winter storm for half the weekend, sales were strong and on par with past years. Thanks are due to John Pellegrino, Corey Connors-Reynolds, Derek Dearborn, Bill Pollman, Brad Clarke, Ron Clough, and Charlie Bahne, who assisted the writer before, during, and after the show weekend. We also thank everyone who stopped by our booth, and we look forward to seeing you at future shows.

Work has continued on the next installment of our *Streetcar Lines of the Hub* series. However, publication has continued to be delayed due to the added burdens on our small volunteer staff resulting from our increased online presence and unplanned work that arose during the year. We are hopeful to be able to produce the book in FY 2023.

In FY2022, the Publications Director also acted in the role of Webmaster. In the spring, a full redevelopment of the Association's website was completed. The new site has been successfully operational since its launch, and we are aiming to start adding historical transit content to the site in the coming fiscal year. Our member email communications have also continued, with some being combined to streamline our outreach and reduce the burden on volunteers to produce them. We have also continued to hold our Monthly Meetings virtually via Zoom, which have been a success and allow members from around the globe to attend and participate.

#### Report of the *RollSign* Director

Nick Tomkavage has left us as *RollSign* Director and editor after many years in these positions. We are deeply grateful to Nick for overseeing so many issues of *RollSign* and express our deepest and most sincere appreciation to him for his efforts.

The Board of Directors has nominated Clark Frazier for *RollSign* Director. Clark is a long-time member known for his photographic

prowess and memorable entertainment presentations. We believe that Clark, with his strong information technology background and extensive business experience will significantly contribute to our board and will make an excellent officer.

Publications Director Mike Prescott has been assisting the editorial staff more heavily with the production of recent issues, and this arrangement has worked out well. Notwithstanding, we would like to identify a member with Adobe InDesign experience for issue layouts. While we have been handling this work adequately, an addition of a staff member with this skill set would be quite helpful. We would also like to add a staff writer for news items. Please let us know if you are interested in either of these positions.

*RollSign* is only possible with the support, articles for publication, and photos from our members and our hard-working volunteer team. Please keep this material coming. You all make *RollSign* the highly appreciated magazine that it has become. Thank you!!!

In FY 2022, we produced seven issues of *RollSign*: July-August, September-October, and November-December of 2021, and January-February, March-April, May-June, and July-August of 2022. At the start of summer, we absorbed a significant inflation-related increase in the cost of printing paper, and we were able to address this by reducing the number of printed copies. This cannot continue indefinitely, so in the future we may have to consider going to all-digital editions, or increasing dues, neither of which we feel is desirable.

Featured items in the past seven issues included a Green Line Extension preview in the July-August 2021 edition. The September-October 2021 issue highlighted the future of MBTA trackless trolleys. November-December covered the beginning of testing on the Green Line Extension (GLX).

Jonathan Belcher's annual MBTA Vehicle Inventory roundup was the subject of the January-February 2022 edition. The March-April 2022 publication covered the end of the MBTA Trackless Trolley System and the opening of the GLX to Union Square.

FRA Safety Directives to the T and the Bus Network redesign proposal were presented in the May-June *RollSign*. Additional FRA safety directives to the T, the shutdown of the Orange Line for badly needed maintenance, and the Green Line service curtailment to Union Square to expedite the opening of the GLX branch to Medford/Tufts were the main topics of the July-August 2022 issue.

**Report of the Vice-President**

During FY 2022, the Vice President monitored the mailbox on the Association's website, responding to requests directly and forwarding other inquiries to appropriate officers. He also provided written responses to miscellaneous correspondence.

This office additionally supported our other officers and directors by proof-reading reports and drafts and reviewing financial statements. This work included the annual IRS form 990, and Massachusetts Attorney General office form PC (Public Charities) which is a prerequisite for fund-raising. The Vice-President also filed our Annual Corporate report with the Secretary of the Commonwealth of Massachusetts.

Additional work included sending out acknowledgement letters for memorial donations, donations from donor-advised funds, and qualified-charitable distributions. In conjunction with this activity, the Vice-President handled correspondence regarding legacy collections, one of which was donated to the BSRA during FY 2022 and added to the Association Library.

Other activities included maintaining contact with our insurance providers and updating our communication arrangement with the Heritage Railway Alliance. Finally, this office prepared the report of the nominating committee for FY 2023 which was presented to the membership at the September business meeting.

**Report of the Secretary**

The Secretary's office maintains the minutes of the monthly business meetings and the quarterly directors' meetings. This office also

processes membership renewals and manages the annual election of officers and directors.

Our mailing list now numbers 699. Since September 30, 2021, we have added 38 new paid members and subscribers; we lost 41 members and subscribers due to attrition, including 7 known deceased, 1 who resigned, and 33 who did not renew, for a net loss of 3 members and subscribers.

Our membership and *RollSign* circulation statistics, as of September 30 of each year, were as follows:

<u>Mailing List Category</u>	<u>2022</u>	<u>2021</u>
Regular	420	423
Intermediate	16	11
Associate	162	165
Subscriber	73	75
Honorary	5	5
Complimentary	<u>23</u>	<u>24</u>
Totals	699	703

A total of 535 members and subscribers have opted into our email list, 77% of our membership.

**Report of the Director of Car Restoration**

Our Boston Type 5 car No. 5706 restoration is rolling along. The car has been moved into our contractors' shop and the polyethylene wrap [normally used for seasonal boat storage and now frequently for transit vehicles] has been removed. The car was shipped with most of the interior parts inside the car body, including seats and pedestals, window frames and related mounting materials, lighting fixtures, and door engines to name a few. A considerable amount of time has been spent clearing this equipment out to allow interior work to begin.

As of this writing, the new canvas roof has been primed. MTA grey paint will follow shortly once the primer has cured. The red roof marker lights on each end have been cleaned for installation. All of the ten roof ventilators have been cleaned and straightened and they soon will be painted and installed.

This work will be followed by the installation of the roof boards and wiring for the trolley poles, and replacement of the roof ladders. We previously completed installation of the interior roof boards, so this outside work will be the finalization of the roof in its entirety. Half oval metal beading covers the tack strip on Type 5 ends, and square wooden beading on the sides. We will purchase and install this material shortly.

Painting supplies and other restoration-related material purchases are underway. We have already procured the low and high-voltage wiring, and laminated safety glass for the side windows.

Remaining work will be in two parts: reassembly of the carbody interior and rebuilding the trucks and installing underbody equipment, wiring, and piping. The body shell has been completely rebuilt with new steel and is primed and ready to paint. Almost all Interior parts have been completely restored or replaced and will be reinstalled.

As of the end of September, we have raised \$456,096 for 5706. This amount includes a \$3500 grant from the Mass Bay RRE for general support. This grant and the generosity of our members has allowed this project to move forward, and we deeply appreciate the support of all contributors to the 5706 Fund. We also continue to await the balance of a large bequest, which is currently going through probate before we can receive it. We expect financial support to rise for the 5706 restoration as it nears the end, likely in 2024-5.

Other groups have also awarded us grants over the years, including the Amherst Railway Society, the Boston Chapter of the National Railway Historical Society (NRHS), the Mystic Valley Railway Society, the National NRHS, and the Mass Bay RRE. The Mass Bay RRE has steadily supported our project, and we thank this organization and its members for their continuing generosity.

## Report of the Entertainment Chair

Lucius Chiaraviglio continued as Entertainment Chair in FY 2022, seeking presentations, handling show rehearsals and preparation, and producing content for the Entertainment Calendar. This work has become more challenging with online meetings.

The Boston Street Railway Association would like to extend its sincere thanks to all who presented shows at our 2021-2022 meetings, and in years past as well. Producing the shows that we provide to our members and friends at our monthly business meetings is no small task and requires considerable effort by both the presenters and the BSRA.

**October 2, 2021. Donald Nevin's Trackless Trolley Potpourri.** Donald Nevin showed 1970s and 1980s vintage trackless trolley operations in Dayton, Seattle, Vancouver, Philadelphia, Cambridge, and Hamilton (Ontario).

**November 6, 2021. Boston, New York, Poland, and Ukraine.** Eric Oszustowicz gave a brief look at Boston-area photographs by the late Richard and Joseph Braun during the 1950s, 1960s, and 1970s. Next were Eric's photos between 1985 and 1999 including New York subway system views behind the scenes; Metro North Commuter Railroad shots; transit scenes in Warsaw and Krakow, Poland and in Odessa and Kharkiv, Ukraine.

**December 4, 2021, Part 1. The Early Restoration of Former Boston "EI" Type 5 No. 5706.** The Type 5 was built by J. G. Brill in 1924 for the Boston Elevated Railway. After 35 years in service, in 1959 this car was retired, and the Boston Street Railway Association was formed to preserve it. Bradley Clarke showed restoration work from 2002-2012 covering major steelwork.

**December 4, 2021, Part 2. George Chiasson's "Second" Midwestern Trip of 2019.** George showed scenes taken between August 29 and September 10 while traveling to and from the Hoosier Traction Meet (HTM) at Indianapolis. Included were Cleveland's RTA and Detroit's "Q-Line" light rail. The trip continued to Milwaukee and its "Hop" streetcar, then to Kenosha, where the PCCs were not running that day. Next was Illinois Railway Museum, then CTA's Evanston (Purple) and Skokie (Yellow) Lines, continuing on Chicago's "L" system for the next three days. After the HTM on September 6 and 7, the journey back covered Port Authority's Pittsburgh Light Rail system.

**January 8, 2022. M.B.T.A. 4.0 (My Beantown Adventure, Part 4): Anniversaries & Extensions.** Back by popular demand, Byron Nash presented his photos of transit in and around Boston, this time featuring important anniversaries such as the South Shore extension to Quincy Center in September 1971, the Silver Line opening on Washington Street in July 2002, and finally, the Green Line Extension to Union Square on March 21, 2022.

**February 5, 2022. The Worcester Consolidated Street Railway - its Predecessors and Successors.** The original Worcester regional transit system stretched from Rhode Island to Fitchburg, ran through to

Springfield and Providence, and had comprehensive freight service. Leo Sullivan presented a tour back through time of this surprisingly extensive system.

**March 5, 2022. Transit Pictures from the NYC and DC Areas.** Jacklyn Thibodeau presented her pictures of various modes of transit and transit agencies in the New York City and Washington DC areas, taken between 2016 and 2021. This show featured subways, buses, commuter rail trains, the MTA and Washington Metro systems, and other transit properties as well.

**April 2, 2022. Car Barns of the Boston Elevated Railway.** Leo Sullivan returned with shops and car barns of the BERY and its predecessors in the 19th and 20th centuries, this time in Boston Proper, East Boston, Chelsea, and Revere, the Coal Pocket at Lincoln Wharf, and the Freight terminal at Copps Hill Wharf.

**May 7, 2022. Clark Frazier's Favorite Photos, Part 1.** Clark Frazier's shots included the Bay Area, Los Angeles, Boston, and other streetcar and interurban systems remaining in the United States and Canada between 1958 and 1964, and more recent scenes from North America, Europe, and Asia from 1975 to 1995.

**June 4, 2022. Holland and West Germany in 1993.** In 1993, Donald Nevin photographed the tram system in Den Haag (The Hague), Holland, whose tram system (HTM, Haagsche Tramweg Maatschappij) had American-style PCCs. Donald also stopped in Dinslaken and Emmerich am Rhein in West Germany and made a side trip to see trackless trolleys in Arnhem, Holland. Additional photos included the children's railway and live steam model railroads that he found in Zuiderpark in Den Haag.

**July 9, 2022. Car Barns and Other Facilities of the Boston Elevated in Charlestown, Everett, Malden, and Somerville.** Leo Sullivan returned with shops and car barns of the Boston Elevated Railway and its predecessors through the 19th and 20th centuries in Charlestown, Everett, Malden, and Somerville.

**August 6, 2022. East Germany After Reunification.** Donald Nevin toured the city of Dresden by tram and rode on the Thüringerwaldbahn — a rural tramway in the state of Thüringen, from the city of Gotha to the winter sports resort of Bad Tabarz — all in an East German trip in 1993, three years after German reunification. He ended the show with photos from a 1984 BSRA Green Line fan trip using a three-car train of "flat top" PCCs.

**September 10, 2022. Early Railroads Serving Boston's Inner North Shore.** In an encore update of his presentation from our meeting on September 9, 2017, Bill Lieberman presented an impressive summary of steam railroads that served Winthrop, Orient Heights, and Revere Beach in the 1870s and '80s. This show was based on his recently published book, *The Train on the Beach*. Bill covered narrow- and standard-gauge railroads that complemented and sometimes competed with the Boston Revere Beach & Lynn Railroad, finishing with electrification of this line in 1928.

**Respectfully submitted,**

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

Bradley H. Clarke, President and Board Chair

Thaddeus S. Anderson, Secretary

Thomas Athearn, Vice-President, and Clerk of Corporation

Charles Bahne, Jr., Treasurer and Director

Jonathan Belcher, Director at Large

Lucius Chiaraviglio, Entertainment Chair

Daniel George Chaisson, Assistant Treasurer

Ronald Clough, Publications Manager

Daniel R. Cohen, Director at Large

Dana Frisbee, AV Manager

James E. Gately, Librarian

David F. Harling, Director of Car Restoration

Michael R. Prescott, Publications Director

Nicholas M. Tomkavage, *RollSign* Editor and Director

**Boston Street Railway Association  
Annual Treasurer's Report**

**Fiscal Year 2022  
(after adjustments)**

		<b>General Fund</b>		
<b>Cash on Hand:</b>	<b>General Fund</b>	<b>October 1, 2021</b>		<b>\$14,763.26</b>
<b>INCOME FOR FISCAL YEAR 2022:</b>				
	Donations and Grants, General Fund		\$14,998.55	
	Dues, Regular		\$10,464.00	
	Dues, Intermediate		\$280.00	
	Dues, Associate		\$3,240.00	
	Roll Sign, Subscriptions		\$1,168.00	
	Postage Surcharges from Members		\$140.00	
	Roll Sign, Retail		\$169.50	
	Roll Sign, Wholesale		\$90.00	
	BSRA Publications, Retail		\$1,160.60	
	BSRA Publications, Wholesale		\$658.80	
	Publications, Resale		\$20,155.15	
	Publications, Sales Tax Collected		\$478.43	
	Publications, Shipping & Handling		\$2,694.68	
	Fantrip Income		\$1,250.00	
	Other General Fund Income		\$102.71	
	<b>TOTAL GENERAL FUND INCOME FOR FY 2022:</b>			<b>\$57,050.42</b>
<b>EXPENSES FOR FISCAL YEAR 2022:</b>				
	Management & General Expenses		\$7,564.21	
	Roll Sign Printing		\$12,147.34	
	Roll Sign Postage & Mailing Service		\$4,176.63	
	Other Roll Sign Expenses		\$1,708.98	
	BSRA Publications Printing & Production			
	Other BSRA Publications Expenses			
	Purchase of Inventory for Resale		\$10,792.63	
	Publications Marketing & Show Expense		\$6,303.56	
	Publications, Sales Tax Paid		\$493.67	
	Publications Shipping Expense		\$2,505.25	
	Other Publications Sales Expenses		\$8,350.94	
	Monthly Meeting Expense		\$831.48	
	Library Expense		\$2,004.50	
	Fantrip Expense		\$164.76	
	Fundraising Expense		\$856.58	
	Refunds Paid & Returned Checks		\$0.00	
	Other General Fund Expense			
	<b>TOTAL GENERAL FUND EXPENSE FOR FY 2022:</b>			<b>\$57,900.53</b>
	<b>GENERAL FUND SURPLUS/(DEFICIT) FOR FISCAL YEAR 2022:</b>			<b>(\$850.11)</b>
<b>Cash on Hand:</b>	<b>General Fund</b>	<b>September 30, 2022</b>		<b>\$13,913.15</b>
<hr/>				
<b>5706 Fund</b>				
<b>Cash on Hand:</b>	<b>5706 Fund</b>	<b>October 1, 2021</b>		<b>\$64,458.52</b>
<b>INCOME FOR FISCAL YEAR 2022:</b>				
	Donations and Grants, 5706 Fund		\$23,657.51	
	Interest, 5706 Fund		\$10.02	
	Other 5706 Fund Income			
	<b>TOTAL 5706 FUND INCOME FOR FY 2022:</b>			<b>\$23,667.53</b>
<b>EXPENSES FOR FISCAL YEAR 2022:</b>				
	Car 5706 Restoration Expense		\$7,009.62	
	Car 5706 Housing & Transport			
	Car 5706 Project Management		\$75.23	
	Car 5706 Fundraising Expense		\$1,889.18	
	Other 5706 Fund Expense			
	<b>TOTAL 5706 FUND EXPENSE FOR FY 2022:</b>			<b>\$8,974.03</b>
	<b>5706 FUND SURPLUS/(DEFICIT) FOR FISCAL YEAR 2022:</b>			<b>\$14,693.50</b>
<b>Cash on Hand:</b>	<b>5706 Fund</b>	<b>September 30, 2022</b>		<b>\$79,152.02</b>
<b>COMBINED CASH ON HAND:</b>	<b>September 30, 2022</b>			<b>\$93,065.17</b>
<b>PROOF OF BALANCE:</b>				
	Cash		\$0.00	
	Checking		\$4,808.77	
	Money Market		\$85,881.91	
	Savings		\$1,971.15	
	PayPal		\$403.34	
	Square		\$0.00	
	<b>GRAND TOTAL CASH ON HAND</b>		<b>\$93,065.17</b>	<b>VARIANCE: \$0.00</b>
<b>5706 FUND GRAND TOTAL RAISED TO DATE:</b>			<b>\$456,096.68</b>	