

Boston Street Railway Association, Inc.

Sixty-Fourth Annual Report

Fiscal Year 2023

Summary

Fiscal year 2023, which runs from October 1 through September 30, ended with a small treasury surplus, to our relief. Volunteer medical issues, problems with our website on two occasions, and publications procurement issues headed a list of difficulties which could have resulted in a significantly negative outcome. Three trends are also at work here: the relentless march of economic inflation, member losses over the years due to attrition due in no small part to an aging demographic, and reduced interest in volunteer participation. Your continuing support over the years has reduced these obstacles, and for this your Association is deeply appreciative.

This said, the Association did show considerable progress in the restoration program for Boston Type 5, No. 5706, ongoing production of *RollSign*, and record sales at the annual Amherst Railway show at the Big E in West Springfield, Massachusetts. Regarding *RollSign*, the January-February issue kicked off the 60th year of our transit magazine, a real milestone for the BSRA. Our hard-working Entertainment Chair, Lucius Chiaraviglio, crafted a great series of programs for the shows following our monthly business meetings, and the attendance figures demonstrate the popularity of these efforts.

The Amherst Railway Society show has always been a good one. In addition to significant publication sales, which were boosted by three tables this year, it allows our members and officers to meet in person, and many of you took advantage of this opportunity. The show also is a recruiting point for new members and offers the opportunity to allow the railfan community and the general public to see and appreciate our educational and historical preservation missions.

Type 5 No. 5706 has moved from steelwork, specialty welding activities, and roof work to focusing on internal installation of carbody parts. Our first big change is painting the exterior of the car and the interior areas around the door and windows. Until this is finished, the car has to remain inside to shield it from the elements, despite occasional needs for activities better done outside. Financial support for the restoration has been very strong, and this year, the car crossed the half-million-dollar mark. The total as of this writing is now \$504,322!

Our monthly meetings continue to attract audiences significantly larger than the live meetings that we held pre-Covid, but we have not ruled out returning to live meetings on a periodic basis. As we have said in the past, it is important to maintain the audience that benefits from Zoom via the Internet, so any live meetings we hold will have to include these members in addition to the live attendees. We continue to explore the software issues associated with doing this in a professional way. Another concern is finding a suitable and affordable location in Boston to meet. Rental rates have increased considerably since our last live meetings, so this may be the greater of the challenges that we face in the resumption of live meetings.

Electronic distribution of *RollSign* has worked well. We continue to give all our members the printed version of the magazine and the electronic version for download to our email member mailing list. However, given the preference of some of our members for an electronic version only, and given increasing costs for printing and distribution of the hard copy, it is likely that we will go forward in the future with electronic distribution only for those that request it.

We have compiled all the raw material for the new Green Line book in the *Streetcar Lines of the Hub* series. As we have explained elsewhere in this report, this is a purely volunteer effort, and medical issues with volunteers working on this project, and who often juggle several functions, have derailed production of the book once again. Volunteer help in other areas will do much to remedy this situation.

Our primary missions are educational dissemination and historical preservation, as exemplified by the Type 5 No. 5706 restoration program. Our responses to public inquiries by email, regular mail, and through our website confirm these missions. We remain a valuable information asset for our members and the public, as we continue into FY 2024. We look to you all for your continuing financial support, bequests, and membership renewals, to continue in the right direction.

Report of the Publications Director

In FY2023, the BSRA Publications Department produced three Publications Catalogs and maintained our online store. This year, due to multiple factors including website hosting problems, health issues among our volunteers, and book publisher-related supply complications, we were limited in the sales volume we could handle.

Proceeds from our sales, large and small, directly affect the Association's bottom line and help keep us viable throughout the year, and we appreciate your support. Our volunteer Warehouse Manager, Ron Clough, who copes with uncertain weather and the Post Office, fills orders and maintains our stock. His efforts have made what we can do, successful.

The Association hosted three sales and information tables In January 2023, at the annual Railroad Hobby Show in West Springfield, Massachusetts. This is the largest show of its type in the country. Many members from far and wide as dropped by and the Association enjoyed strong publications sales as well. John Pellegrino, Corey Reynolds, Derek Dearborn, Kevin Farrell, Bill Pollman, Brad Clarke, Ron Clough, and Charlie Bahne assisted Publications Director Mike Prescott before, during, and after the show weekend. We look forward to the 2024 show this coming January.

We are continuing work on the next installment of our *Streetcar Lines of the Hub* series, which covers Boston's Green line. An increasing workload on our small, all-volunteer staff has slowed publication of this book considerably.

We are looking for volunteer assistance for help with publication order fulfillment and general sales and advertising activities.

In FY2023, the Publications Director also acted as Webmaster, along with help from Assistant Webmaster Clark Frazier. Our monthly meeting email reminders and digital *RollSign* distribution emails have also continued. Again, in FY 2023, we held all of our Business Meetings virtually via Zoom, an achievement which allows members worldwide to share and enjoy our gatherings.

Report of the *RollSign* Director

Clark Frazier has served as *RollSign* Director during FY 2023. His background in information technology has been of considerable help with website-related problems and marketing considerations.

Last year, we reached out to the membership for a staff writer to help with news summaries for our issues of the magazine. A regular member, John Pugh, offered to help, and his contributions have been tremendously helpful and for which we are deeply grateful.

In another staff change, Mike Prescott assumed the role of Editor-in-Chief, wearing a third hat as we continue to seek additional staff. We still seek another volunteer who is familiar with InDesign and magazine layout for our future editions. *RollSign* is an all-volunteer effort, and short staffing this past year put us behind in our production schedule, something we hope to bring up to date in the near future.

We also would like to acknowledge the steady stream of articles and photographs we receive from our members and friends. Without these materials, *RollSign* would be impossible as we know it, so we offer our deepest thanks to our contributors.

In FY 2023, we produced four issues of *RollSign*: September-October and November-December of 2022, and January-February and March-April of 2023. May-June and July-August 2023 are both underway.

Printing costs have remained unchanged in FY 2023, hopefully an indication that inflationary pressures are being tamed. We know that this is likely temporary, and that future price increases may force us to make alternative arrangements, such as all-electronic editions and possible dues increases, both of which we would like to avoid.

Featured items in the FY 2023 issues included a special historical article on the 125th anniversary of the Tremont Street Subway, the opening of the Green Line extension to Medford/Tufts Station, and Jonathan Belcher's Annual MBTA Vehicle Inventory for 2022.

The January-February 2023 issue kicked off the 60th volume of *RollSign*, which began as an internal newsletter about BSRA activities within the Association with occasional mention of local transit events. Under the leadership of Bill Grimes, Dan Lenihan, Nick Tomkavage, and now Mike Prescott, it has become a journal of historical record for our members, transit professionals and the public.

Report of the Vice-President

During the past year, the Vice President responded to messages on the Association's website, addressing information requests directly or forwarding them as appropriate to the attention of other officers. The Vice-President also proofread draft reports and correspondence by BSRA staff.

This office submitted the Annual Corporate report to the Secretary of the Commonwealth, reviewed financial statements, including the annual IRS form 990, and Massachusetts Attorney General Office form PC (Public Charities), a prerequisite for fund-raising. Another function was preparation of the report of the nominating committee, for presentation to the membership.

The Vice-President also handles acknowledgement letters for memorial donations and for donations from donor-advised funds. He maintains an updated contact list including new officers and directors for their use. This office maintains the Association's membership, including the Association's proxy vote in the Heritage Rail Alliance. Finally, the Vice-President provides ongoing background assistance at monthly business meetings.

Report of the Secretary

This office provides the monthly business meetings minutes and quarterly directors' meetings. The Secretary also handles membership renewals and conducts the annual election of officers and directors.

Our mailing list now numbers 667. Since September 30, 2022, we have added 27 new paid members and subscribers. Due to attrition, we lost 59 members and subscribers, including 12 known deceased, 2 who resigned, and 45 who did not renew, for a net loss of 32 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>2023</u>
Regular	420	410
Intermediate	16	11
Associate	162	146
Subscriber	73	73
Honorary	5	5
Complimentary	<u>23</u>	<u>22</u>
Totals	699	667

A total of 540 members and subscribers have opted into our email list, 81% of our membership.

Report of the Director of Car Restoration

Car 5706 has seen a significant amount of work in FY 2023. Most recently, preparation of the car for painting and painting itself has been underway. In order to install windows and doors, both of

which would cover up the underlying steel framing, it became necessary to paint the car body window areas inside in cherry red and outside in cream, and below the windows on the exterior in the traditional Boston traction orange paint.

The door frame work required a significant effort, including strengthening the hinge shafts, installing the hinge braces, and squaring the hinges and shafts to ensure alignment of the door bases and vestibule floor.

A new vestibule platform was installed for easier access to the car interior. Before this could be done, however, brackets for the radius bar of the Tomlinson coupler had to be reinstalled, primed and painted. The vestibule platform floor was especially tricky to fabricate and put in place because of the compound slope required, first to convey water runoff from riders' boots and shoes into the vestibule, and then to reroute the water to the sides to flow out the bottom of the door openings. This new platform will allow us access to the car without using a stepladder.

The new canvas roof has been primed and given a topcoat of paint with a second coat to follow, and roof ventilators have been sand-blasted as well as the gong and the car body supports for the folding steps. New mahogany gutters for installation of the side of the roof were also fabricated.

The carbody was completely emptied. Parts were stored in it for the move from Connecticut, and the last materials to be removed were the car seats, upper sash sections, resistor grids, and window guards.

Reinstallation of the carbody interior parts; rebuilding the trucks; and installing underbody equipment, wiring, and piping remains to be done. The body shell itself has been rebuilt with most interior parts completely restored or replaced.

As of the end of September 2023, we have raised \$504,322 for 5706. This amount includes a \$4,000 grant from the Mass Bay RRE for general support. This grant and the generosity of our members continues to allow this project to move forward, and we deeply appreciate the support of all contributors to the 5706 Fund. We have also received the balance of a large bequest, \$22,873. We expect financial support to increase for the 5706 restoration as it comes to completion, likely in 2024-25.

Other groups, 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, have also awarded us grants over the years. The Mass Bay RRE has strongly supported our project, and we thank them for their continuing help.

Report of the Entertainment Chair

Lucius Chiaraviglio worked throughout the year arranging presentations and assembling the Entertainment Calendars in his position as Entertainment Chair.

The BSRA extends its sincere thanks to all who participated in providing entertainment at our 2022 - 2023 meetings, as well as those of years past.

October 1, 2022. Under the Wire. BSRA member Byron Nash shared his most memorable photographs of the MBTA light rail system and the former trackless trolley network in Belmont, Cambridge, and Watertown.

November 5, 2022. Peter Ehrlich Visits Pittsburgh and More. Transit historian, retired San Francisco Muni motorman, and author of *San Francisco's F-Line*, Peter Ehrlich gave a digital program featuring trolleys, from the Pittsburgh Railways epoch, including PATransit's colorful Geissenheimer era, and beyond — from the 1950s right up to 1999. Also presented were the Yakima, Washington Selah line, the last Yakima Valley interurban; brief stops in Seattle and Portland; the North Shore Electroliners, and several Boston transit photos from long ago.

December 3, 2022. New Power to the Pantograph? American Rail Policy and the Union Pacific Railroad's Electrification plans, 1968–1982. Jacob Deck presented a summary of research in the Union Pacific archives on electrification studies the railroad

completed between 1968 and 1982. Led by the dynamic John C. Kenefick, the Union Pacific was at the forefront of a wave of interest in mainline rail electrification in this era. The presentation explored the route, technical details, and motive power of a hypothetical UP electrified zone, as well as obstacles, both political and economic, that kept such a zone hypothetical.

January 7, 2023. The Former Local New Haven Lines within the City of Boston. Leo Sullivan showed the former New Haven RR local lines in the City of Boston that are now operated by the MBTA as rapid transit or commuter rail lines. Included were pictures of forgotten stations with familiar names, and some lines and locations that are no more.

February 4, 2023. Jim Schantz's Seashore Trolley Museum Update. Seashore President and CEO Jim Schantz gave an update on recent progress at the museum, including restoration efforts on a wide variety of cars. He also described two major construction projects underway at Seashore: replacing and expanding the museum's oldest car barn; and the construction of a year-round home for the Maine Central Model Railroad being relocated from Jonesport, ME, to Seashore's campus.

March 4, 2023. South Shore Electric Railways: Dedham, Quincy, Brockton, and Beyond. Leo Sullivan gave a slide show of the territory south of Boston to the south coast of Massachusetts and extending to the Rhode Island state line. This show was primarily a look at the southern part of the Bay State/Eastern Mass. Street Railway, and connections to the east.

April 1, 2023. Stories of the MBTA's Grand Junction Branch: An Unknown Boston Transit Lifeline. *RollSign* contributor and head of the YouTube channel, "Boston by Rails" Nathan Ives, presented his favorite shots on the MBTA's Grand Junction Branch taken in recent years, while also covering the importance of the line to MBTA commuter rail. The history and the interesting future the line holds were also discussed, as well as some common misconceptions about the Grand Junction. The show included photos of stone trains, vital equipment moves, and among other topics.

May 6, 2023. Derek Carter's Lisbon and Hiroshima Journey. Derek Carter presented "Vintage Trolleys of Lisbon and Hiroshima", featuring photos he took on trips in 2001 and 2005. Lisbon continues to operate several dozen 2-axle trolleys originally built in the 1930s. Meanwhile, the Hiroshima Electric Railway is known as "The Moving Streetcar Museum" for its eclectic collection

of historic trolleys acquired from all over Japan and still running in regular service.

June 3, 2023. Clark Frazier Tours the Warsaw Pact. In 1978–1982, Clark Frazier visited Warsaw Pact countries including Ukraine, Estonia, Yugoslavia, Bulgaria, Czechoslovakia, and East Germany, and presented what he saw. He also showed photos from his visits to Poland after 1989, including ones taken after the fall of the Berlin Wall.

July 8, 2023. Leo Sullivan's Favorite Pictures. Leo Sullivan showed a potpourri of pictures from places he had visited in various parts of the world, plus collections he had accumulated over the years, featuring many surprises.

August 5, 2023. The Photography of George H. Hill, Boston & Maine's Official Photographer. Rick Kfoury, railroad author and historian, and Newsletter Editor for the Boston & Maine Railroad Historical Society, showed the B&M's Public Relations photographic collection, portraying what the B&M wanted its employees and the general public to see. Official B&M photographer George H. Hill covered special trains and events, new equipment and customers, infrastructure, employees, and more, in photos both staged and natural, in the mid-Twentieth Century, a key period of change for New England's northern railroad.

September 9, 2023. Transit-Oriented Development: The Quest for Sustainable Cities in the Age of the Automobile. Franklyn Salimbene discussed three current and past TOD projects in the United States and the issues confronted by TOD planners. Separately, Franklyn discussed progress to date on a proposal to extend the Green Line from Heath Street in Jamaica Plain to Hyde Square.

In Closing

As we embark on fiscal 2024, we look forward to another year of accomplishment. As always, our success depends on your support as members. We are particularly interested in volunteers for *RollSign* and Publications Department efforts. Why not throw your hat in the ring?

Your continuing financial support of YOUR ASSOCIATION over the years has been the key in making good things happen and we look forward to continuing the successes that we have achieved to date.

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

Ronald Clough, Publications Manager

Clark Frazier, *RollSign* Director

Dana Frisbee, AV Manager

James E. Gately, Librarian

David F. Harling, Director of Car Restoration

Michael R. Prescott, Publications Director, and Editor-In-Chief

Rollsign

Kenneth C. Zvirble, Director at Large

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

**Fiscal Year 2023
(after adjustments)**

		General Fund	
Cash on Hand:	General Fund	October 1, 2022	\$13,913.15
INCOME FOR FISCAL YEAR 2023:			
	Donations and Grants, General Fund	\$16,086.39	
	Dues, Regular	\$10,450.00	
	Dues, Intermediate	\$200.00	
	Dues, Associate	\$2,920.00	
	Roll Sign, Subscriptions	\$1,177.60	
	Postage Surcharges from Members	\$138.00	
	Roll Sign, Retail	\$106.50	
	Roll Sign, Wholesale	\$60.00	
	BSRA Publications, Retail	\$888.86	
	BSRA Publications, Wholesale	\$199.84	
	Publications, Resale	\$18,838.56	
	Publications, Sales Tax Collected	\$566.63	
	Publications, Shipping & Handling	\$1,939.07	
	Fantrip Income		
	Other General Fund Income	\$155.18	
	TOTAL GENERAL FUND INCOME FOR FY 2023:		\$53,726.63
EXPENSES FOR FISCAL YEAR 2023:			
	Management & General Expenses	\$6,582.13	
	Roll Sign Printing	\$9,733.28	
	Roll Sign Postage & Mailing Service	\$3,488.73	
	Other Roll Sign Expenses	\$1,197.82	
	BSRA Publications Printing & Production		
	Other BSRA Publications Expenses		
	Purchase of Inventory for Resale	\$12,777.98	
	Publications Marketing & Show Expense	\$3,765.40	
	Publications, Sales Tax Paid	\$575.27	
	Publications Shipping Expense	\$2,317.25	
	Other Publications Sales Expenses	\$9,162.99	
	Monthly Meeting Expense	\$838.97	
	Library Expense	\$2,295.00	
	Fantrip Expense		
	Fundraising Expense	\$938.13	
	Refunds Paid & Returned Checks		
	Other General Fund Expense		
	TOTAL GENERAL FUND EXPENSE FOR FY 2023:		\$53,672.95
GENERAL FUND SURPLUS/(DEFICIT) FOR FISCAL YEAR 2023:			\$53.68
Cash on Hand:	General Fund	September 30, 2023	\$13,966.83
		5706 Fund	
Cash on Hand:	5706 Fund	October 1, 2022	\$79,152.02
INCOME FOR FISCAL YEAR 2023:			
	Donations and Grants, 5706 Fund	\$48,213.96	
	Interest, 5706 Fund	\$11.15	
	Other 5706 Fund Income		
	TOTAL 5706 FUND INCOME FOR FY 2023:		\$48,225.11
EXPENSES FOR FISCAL YEAR 2023:			
	Car 5706 Restoration Expense	\$32,075.55	
	Car 5706 Housing & Transport		
	Car 5706 Project Management	\$123.30	
	Car 5706 Fundraising Expense	\$2,134.92	
	Other 5706 Fund Expense		
	TOTAL 5706 FUND EXPENSE FOR FY 2023:		\$34,333.77
5706 FUND SURPLUS/(DEFICIT) FOR FISCAL YEAR 2023:			\$13,891.34
Cash on Hand:	5706 Fund	September 30, 2023	\$93,043.36
COMBINED CASH ON HAND:		September 30, 2023	\$107,010.19
PROOF OF BALANCE:			
	Cash	\$0.00	
	Checking	\$5,389.32	
	Money Market	\$99,739.98	
	Savings	\$656.85	
	PayPal	\$1,224.04	
	Square	\$0.00	
	GRAND TOTAL CASH ON HAND	\$107,010.19	VARIANCE: \$0.00
5706 FUND GRAND TOTAL RAISED TO DATE:		\$504,321.79	CB 10/2/2023