Boston Street Railway Association, Inc.
Sixty-Seventh Annual Report

Fiscal Year 2026

Summary

Your Association has enjoyed quite a successful run in fiscal 2026. The big news was continuing work on the underbody components of our Type 5, No. 5706.

Writing and producing five editions of RollSign was also a significant part of our work. Organizing and conducting monthly business meetings, followed by enjoyable entertainment programs for our members, proved very rewarding for the many attendees, both in the U.S. and abroad.

Our ongoing efforts to address requests for historic and technical mass transit information also serve an important purpose. They are highly appreciated and reaffirm the educational and historical mission of our nonprofit organization.

A large part of the upcoming year will be dedicated to fundraising to complete the 5706 project. This is a significant effort and could accelerate with more support from our members and friends, as well as successful grant applications from other organizations. We invite everyone to join us as we work together to achieve this long-term goal.

Recruiting new volunteers remains a top priority for the President. We have one new volunteer who is willing to help with hosting our Zoom meetings and layout work on RollSign. I plan to activate a fundraising program with a retired professional fundraiser interested in helping us do what he has done throughout his working career.

Report of the Director of Car Restoration

Keith Bray has completed the installation of the air system controls of 5706. This includes the air compressor, the brake cylinder, the interconnecting piping underneath the car, and a long heat-dissipation tube.

Above the floor, the two brake stands have been installed, and soon will be connected. We will shortly thereafter add the door engines, and sander controls.

The next item will be the installation of the controllers and door notification switches, which are used by the passengers.

With the installation if the major control systems completed, we will proceed to add the seats and windows, and final testing of the propulsion systems.

To date, we have raised $616,887.44, including grants. The nest next element of the process will be the work on the trucks, to restore them to operational condition. Then we can connect the pneumatics and electricals, and will give us a running car.

Following this, we can complete the installation of the seats and windows, conduct the final testing, making the car essentially complete, most likely in 2027.

Clearly, we left a positive impression, which you have all reaffirmed through your very generous donations, and for which your Association is deeply grateful. Thank you! We are all eager to see this project completed. Your continued strong support will make it happen.

R**eport of the *RollSign* Director**

In 2026, we published five issues of RollSign, 96 pages of content.

We caught up all the remaining issues for calendar 2025. We have assembled the January-February 2026 equipment listing, and the March-April 2026 issue. The May-June and July-August issues will be a two-part edition on trolley-freight in Massachusetts by Edward A. Anderson, with photos and maps.

Our *RollSign* Director, Clark Frazier, continues to bring his business acumen and experience to the table and has helped ensure the success of our signature publication.

Our RollSign-related expenses in 2026 stayed mostly the same, but we expect some inflationary increases later on. This year we introduced our No Paper, Digital Only option for RollSign delivery. To date 31 members have signed up for this, including 25 members in the USA and 6 in foreign countries. It's still uncertain if enough members will choose this option to significantly cut our costs.

Our regular contributors continue to send us photographs and occasional articles, and we would like and need more. Your contributions are always welcome, and we appreciate the time and effort each of you dedicates to providing us with this material.

R**eport of the Publications Director**

Despite the fact that setting up for the annual Amherst Railway Society railroad show in West Springfield took a bit longer, we were nevertheless able to move a large number of donated books and other small items during the Saturday part of the show. A major snowstorm on the Sunday of the show forced its cancellation at mid-day, so the results on that day were negligible.

The first session of the cleanout at the Wollaston warehouse focused on clearing the medium-sized storage cube across the aisle from the small cube we use for show materials. We removed a vanload of packing and empty shipping boxes over the years from vendors who sent us books and other publications for resale. We also disposed of many shipping boxes and supplies that we will not use for future retail sales. RollSign extras were discarded, but we kept 10 copies of each issue as discussed at our last meeting.

In subsequent sessions, we disposed similar materials in the large storage rooms. Salable books will join the few we have on hand in the cube we just cleared, along with remaining copies (10 each) of RollSign. Undoubtedly, we will save a significant amount of money by handling this work ourselves. Bill Pollman thought that renting a dumpster, which warehouse management would likely not allow in their driveway, would cost at least $1000, with additional charges for disposing of recyclables comparable in cost.

By the end of June, we were able to clear room B-29, the biggest one at the Wollaston warehouse. This room required a monthly rental exceeding $500 per month, so the cost avoidance in the aggregate will exceed $6000 on a yearly basis, and just for the last four months of this fiscal year more than $2000. The members who worked on this project included Bill Pollman, Marlowe Fairhurst, Tom Athearn, Lucius Chiaraviglio, and the writer.

The Association will keep publishing its own books and occasionally release special items, though on a much smaller scale. We have other books in development, including a highly anticipated book about Boston's Green Line. We might also sometimes include items we believe would interest our members, such as transit-related hardware, original transit documents, and other artifacts of interest.

Report of the Secretary

Our mailing list now numbers 560. Since September 30, 2025, we have added 6 new paid members and subscribers; we lost 52 members and subscribers due to attrition, including 7 known deceased, 1 who resigned, and 43 who did not renew, for a net loss of 46 paid members and subscribers. Our membership and *ROLLSIGN* circulation statistics, as of September 30 of each year, were as follows:

Mailing List Category	2026	2025
Regular	370	401
Intermediate	7	8
Associate	107	114

Subscriber	48	54
Honorary	4	5
Complimentary	25	24
Totals	561	606

A total of 439 members and subscribers have opted into our email list, 78.3% of our membership.

Report of the Vice-President

During Fiscal Year 2026, The Vice President has monitored the mailbox on the Association's website, responding to requests and forwarding some to the appropriate officers. He has assisted the other officers and directors by proofreading reports and drafts and standing in at meetings.

The Vice President filed the Association's Annual Report with Secretary of the Commonwealth; reviewed financial statements, including the annual IRS form 990; and prepared the Nominating Committee report for presentation to the membership at the September business meeting.

The Vice President also participated in the warehouse cleanouts, primarily focusing on back-issues of RollSign, reducing overstock, while assuring that all available issues are preserved. He assisted in the set up and sales for the Association's tables at the Annual Railroad and Hobby Show in West Springfield. He is now handling retail sales of our own BSRA publications, maintaining a small stock in his home.

Finally, the Vice President handled Heritage Rail Alliance business and submitted the association's proxy vote for its officers and by-law changes.

Report of the Entertainment Chair

Lucius Chiaraviglio continues in the position of Entertainment Chair, obtaining shows from presenters and organizing the Entertainment Calendar.

The BSRA extends its sincere thanks to all who presented at our 2025 - 2026 meetings, as well as those of years past. In addition, a round of applause is in order to those BSRA officers, especially Mike Prescott and Marlo Fairhurst, who have fought through technical difficulties to make our monthly online meetings possible.

October 4, 2025. Contemporary Light Rail in Philadelphia, Pittsburgh, and Buffalo. Derek Carter covered most of the light rail, subway, and interurban lines currently operating in those respective cities, using photos taken in August 2023.

November 1, 2025. From Charlestown to the Farthest Reaches of Northeastern Massachusetts by Trolley. Leo Sullivan presented a voyage back to the time when Massachu-setts had the world's densest trolley network. This included the Eastern Massachusetts Street Railway and many of its predecessors, even going back to the Lynn & Boston inter-urban horsecar line.

December 6, 2025. Clark Frazier presents the MBTA in the early 1990s. This is part III of Clark Frazier's MTA and MBTA trilogy, following in the footsteps of his previous shows of April 4, 2015 (The MTA, 1958 – 1963) and January 9, 2016 (Vintage Boston: Green Line and Beyond, late 1970s – early 1980s). In addition to images taken after the end of part II, some images looking back into the past were shown, with MTA scenes not included in part I and additional CLRV episode slides.

January 10, 2026. Orange Line Encore. Andrew Elder and Jeremy Fox returned for an encore presentation of their Orange Line show of September 6, 2014. Since that show was an in-person event only, this gave the current Zoom-only crowd a chance to see this show that was not available to them. Since 1901, this rail line's configuration has evolved in response to changes in the city, society, and technology. Hazardous sections have been eliminated, ownership has changed from private to public, and the line has been rerouted to serve growing suburbs and to use land cleared for the failed Inner Belt. Both its northern terminus, which shifted from Everett to Malden, and the southern route, realigned from Washington Street to the Southwest Corridor, have seen dramatic transformations that have in turn changed riders' lives. Today, the Orange Line curves through many Greater Boston communities, serving thousands along the way.

February 7, 2026. Douglas Kydd's Transit Tour, Part 2. Retired engineer Douglas Kydd returned with his trip around the world, railfanning aboard the Queen Elizabeth 2.

March 7, 2026. New England Trolley Freight. Leo Sullivan presented this program on the New England freight trolley system. This included both interurban and local deliveries of less-than-carload freight, with agility that the steam railroads could not match, with less pollution and greater energy efficiency than the trucks that replaced it.

April 4, 2026. Chicago Transit Fans Do Boston; Behind the Scenes at Lotus Place; and a Green Line Potpourri from 1980. Donald Nevin returned with three mini-shows. First was a Boston fan trip by a Chicago transit group on June 25, 1978, in which the group chartered a former Eastern Massachusetts Street Railway gasoline bus from the 1930s that had been painted in Boston Elevated Railway colors for the 1978 film The Brink's Job (for footage that never ended up being actually used for the film), together with a larger and newer ACF Brill bus owned by Peter Sheinfeld and painted in MTA livery. This fan trip visited many bus to rail transfer stations on the T, and includes many photos that can no longer be taken. Next, he presented a potpourri of Boston Green Line equipment from 1980, Boeing LRVs, including two of the three visiting CLRVs, ex-Dallas car #3344 (made into a work car), Type III snowplows, and other work equipment at River-side, and the move of vintage Boston Elevated Railway cars #475 (pre-Type I Newburyport-built, 1903) and #5736 from Watertown Carhouse to Riverside, as well as views (again including two CLRVs) at Arborway. Finally, gave a brief tour of the Lotus Place heating plant in 1962, showing us where he worked behind the scenes during the MTA days, in infrastructure that is now gone.

May 2, 2026. The Former Boston & Maine RR within the City of Boston. Leo Sullivan presented present the former local lines of the Boston & Maine RR within the City of Boston. This showed views of lines that are now operated by the MBTA, RTL or Com-muter rail, pictures of forgotten stations with familiar names, and some lines and locations that are no more. Leo followed up with a bonus mini-show about the Quincy & Boston Street Railway and the Nantasket Beach Railroad branch of the South Shore Railroad subsidiary of the New York, New Haven and Hartford Railroad.

June 6, 2026. Douglas Kydd's Primer on the Boston & Maine RR: Postwar Years, 1945 till their demise in the late 1980s. The Boston & Maine Railroad (1845 – 1986) was once a household name, recognized all over Massachusetts and northern New England. Its 1,400+ mile network extended as far west as Rotterdam Junction, NY, as far east as Port-land, Maine, and as far north as Sherbrooke Quebec. At its North Station terminus in Bos-ton, one could board Pullman sleeping cars for Montreal, Halifax in Nova Scotia, or Chicago, or one could take a commuter train to Saugus, Stoneham or South Sudbury. Until the 1980s, its name was as recognizable as Coca Cola or Bell Telephone. Today, 90% or more of the thousands of MBTA Commuter Rail and Amtrak Downeaster riders passing through North Station each day have never even heard of the B&M. Retired engineer Douglas Kydd of the Boston & Maine Railroad (1978 – 1986) and (1997 – 1993) Amtrak presented a view of the B&M in its final decades, from 1945 until it became a fallen flag in December 1986.

July 11, 2026. Boston's Under-the-Hood Transit Revisited. BSRA member and head of the YouTube channel "Boston By Rails", Nathan Ives presented photos of the behind-the-scenes Boston railroading in 2026, whilst also explaining the importance of these lesser -known trains to the history and future of the MBTA. From equipment moves, to rock salt delivery trains to wire inspection cars, lots of historic pieces of transit past still play an important role in keeping the MBTA running.

August 1, 2026. Douglas Kydd Presents Boston's Commuter Rail: From Heritage To State of the Art. Once upon a time, not so long ago, rail transportation in the Boston sub-urbs came under many different banners: the New Haven to the south, the Boston & Maine to the north, and for those in the west, the New York Central, still known to some as the Boston & Albany. For a while, a new company, Penn Central, made an appearance. Now things have changed; it is all under one flag, the one

with a circle-T emblem. Douglas Kydd presented images of Commuter Rail, from before it was called that, up to the present MBTA era, where it is a sometimes unified, and sometimes not-so-unified operation, whose participants struggle to maintain their own identities in the not-so-blended melting pot of Mass Transit in the Boston Area.

September 12, 2026. Steam, Subway, Passenger, and Freight in North America and Beyond. Eric Oszustowicz delivered this show on very short notice, starting and ending with transit and commuter rail service, including MBTA, New Jersey Transit, Metro North, Amtrak, Metra (Chicago commuter rail), CTA, TransLink (Vancouver's South Coast British Columbia Transportation Authority), and some other local transit systems. The time in between sections about transit highlighted videos of the steam locomotives of the Cumbres & Toltec Scenic Railroad and the Durango and Silverton Narrow Gauge Railroad, in addition to the Union Pacific's 4014 and 844 in 2019, the Canadian Pacific's 2816 in 2024, and the Iowa Interstate's 6988 in 2019, and then showed Canadian Pacific and Canadian National freight trains (frequently including locomotives from US railroads). Interspersed with these were videos of The Canadian (VIA Rail), The Rocky Mountaineer (Great Canadian Railtour Company Ltd.), and Amtrak Cascades. Many of the transit videos and stills were of the New York City Subway over the years, finishing up the show with an extended video of the Redbirds on the 2 and 5 Lines in 2001.

In Closing

The Boston Street Railway Association has been very active in 2026. We have made major progress with mechanical work on the car's underbody, focusing on completing the installation of pneumatic braking components and other parts, as well as wiring the control systems and rehabilitating the trucks.

The Association will keep producing its signature publication, RollSign, host monthly business and entertainment meetings for our members and guests, and handle historic and technical inquiries from the public, fulfilling our role as an educational and history-focused organization. To continue our efforts, we ask for your ongoing support and thank you for the assistance you've provided over so many past years.

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, Publications Director, Entertainment Chair

Marlo Fairhurst, Zoom meeting host, Directors meeting manager

Clark Frazier, *RollSign* Director and Assistant Webmaster

Dana Frisbee, AV Manager

James E. Gately, Librarian

David F. Harling, Director of Car Restoration

Michael R. Prescott, *RollSign* Editor-In-Chief, Webmaster

Kenneth C. Zwirble, Director at Large