Seashore Trolley Museum Deaccession List: Bus Re-Homing September 2020 (third round)

Seashore Trolley Museum (STM) seeks museums, other nonprofits and other groups and individuals with interest in equipment on our bus deaccession list. We are soliciting proposals at this time for museums, nonprofits, for-profits and transit hobbyists who would welcome the opportunity to re-home one or more of the items listed below.

1. **No. 122** was built in 1974 by G.M.C. for the Manchester Transit Authority in Manchester, NH. No. 122 is a model T6H-4523A with an environmental kit for air quality. It was well maintained and operated until 2015. The MTA donated No. 122 to the Hillsborough County Sheriff’s Office as a command bus but the Sheriff’s office did not convert the bus. A short time later, the Sheriff’s office donated No. 122 to Seashore. It was in running condition when it came to the museum. The interior is clean. The engine was built by Detroit diesel, 6V-71. Length 30'9" width 96”.

2. **No. 130** is a G.M.C. New Look Transit bus, model S6H4504-A. It was operated in charter service by Virginia Overland Charter Service of Richmond, VA. The build date was 1972 and Seashore’s acquisition date is unknown.

3. **No. 204** is a Mack model C-47-DT transit bus built for Citizens Rapid Transit of Hampton, VA in 1960. It is one of the last buses built by Mack, which ended bus production that year. No. 204 has New Look upgrades offered as an optional package by Mack. The New Look features a large curved front windshield, one-piece rear widow, anodized colored fiberglass grill treatment and a special stainless steel bumper. Citizens kept using Mack buses in the 1960s and 1970s when most other transit systems used G.M.C. buses. Citizens became part of the Peninsula Transportation District (Pentran) in 1975. Pentran sold its Mack buses in 1976-77. No. 204's purchaser at that time is unknown. The right side is lettered “Bureau of Industrial Enterprises. Length 35’. 
4. **No. 205** is a Mack model C-47-DT transit bus built for Citizens Rapid Transit of Hampton, VA in 1960. It is one of the last buses built by Mack, which ended bus production that year. The New Look features a large curved front windshield, one-piece rear widow, anodized colored fiberglass grill treatment and a special stainless steel bumper. Citizens kept using Mack buses in the 1960s and 1970s when most other transit systems used G.M.C. buses. Citizens became part of the Peninsula Transportation District (Pentran) in 1975. Pentran sold its Mack buses in 1976-77. The Virginia State Corrections Department bought No. 205 to use for transporting prisoners. Length 35’.

5. **No. 305**, from Knoxville, TN, built in 1949 by G.M.C. A transit bus acquired by STM in 2006, Model TDH-4509 with 11.00 x 20 tires and diesel. Engine model 6-71 built by G.M. Length 35’; width 96”
6. **No. 350** is a Flxible New Look transit bus, model 111-DD-D5-1, built in 1973 for the Southeastern Pennsylvania Transportation Authority (SEPTA) based in Philadelphia. No. 350 is one of 25 Flxible New Look buses used on SEPTA’s Red Arrow Division. No. 350’s retirement date is unknown. It came to Seashore about 2006. No. 350 is missing its motor and transmission. The rear wheels are removed. Length 35’ width 96”.

![Image of No. 350](image1.jpg)

7. **No. 523** was built in 1933 by Fageol Twin Coach for the Eastern Massachusetts Street Railway. It is dual underfloor gasoline engine transit bus, model 40. The EMSRy served a large suburban area around Boston. No. 523's purchase was part of the company's strategy of converting trolley lines to buses in the early 1930s. EMSRy retired No. 523 in 1947. Seashore acquired No. 523 in 1989. The bus is currently in poor condition and is missing its rear axle. Length 31’4” width 93”

![Image of No. 523](image2.jpg)

8. **No. 623** was acquired in 1939 by Delaware Electric Power Company as it converted its entire Wilmington, DE streetcar operation to trolley buses. J.G. Brill supplied 52 model 40SMT trolley buses (Nos. 601 – 652) from its nearby factory in Philadelphia. In 1941, the system was renamed Delaware Coach Company. In 1956, American Transportation Enterprises acquired control of Delaware Coach and began to cut costs. This led to elimination of trolley bus operation in 1957. Seashore acquired No. 623 in 1988. No. 623 is a rusted shell with no windows and missing trolley poles.

![Image of No. 623](image3.jpg)

![Bus Images](image1.jpg)

10. **No. 4049**, a Boston, Massachusetts trolley bus built by Flyer Industries in 1976. An E-800 trolley coach with left side door acquired by STM in 2009 with 12.5 x 22.5 tires. 1 G.E. 1213 motor, MRC control, straight air. Length 40'; width 8'6”; height 10’ 10”. Flat roof.

![Bus Images](image2.jpg)
11. **No. 7217** is a Twin Coach rear engine transit bus, model 44-D. Twin built No. 7217 for United Electric Railways which provided transit service in Rhode Island. Model 44-D was the last successful Twin Coach model before Flxible acquired Twin in 1951. UER became the United Transit Company in 1951 and the Rhode Island Public Transit Authority in 1964. No. 7217's retirement date was 1966. No. 7217 was donated to Seashore in 1983.

12. **No. 7810** is a Cape Ann Transit Authority bus built by G.M.C. in 1979. A slant back RTS acquired by STM in 2001, model TW7603 with 11.00 x 20 tires and diesel. Engine model 6V-71 built by Detroit Diesel. Length 35'; width 96”


15. This 1930s-era rear engine transit bus is a model 733 built by Yellow Coach. It is lettered "Nutley, NJ Lunch Wagon." Its vehicle number and history are unknown. It is believed to have come to Seashore in 1999. It is a rusted shell with no windows.

In our third round of 2020 bus re-homing, Seashore Trolley Museum (STM) seeks museums, other nonprofits, for profits, and transit hobbyists, with interest in equipment on our bus deaccession list. We are soliciting proposals at this time for groups or individuals who would welcome the opportunity to re-home one or more of the items listed above. STM’s goal is for the continued preservation of the items on the deaccession list, if possible.

In this round of re-homing, museums and other nonprofits are still encouraged to submit proposals, with no expectation to include a bid in your proposal. For profits and transit hobbyists are now encouraged to submit proposals, with a bid for each piece of equipment of interest included.
Understanding that the museum has invested a substantial amount of resources in these buses in the past to obtain, transport, and store for an extended period of time, we appreciate your sensitivity around our decision to part with them.

Please note that all equipment is as is, where is. STM does not have the resources currently to relocate items on our deaccession list to alternate locations on our property. All items are outdoors and accessible, most are away from overhead wire.

If you wish to view these items prior to submitting a proposal, please visit the museum during hours of operation only. Currently the museum is open Wednesdays and Fridays-Sundays from 10AM-5PM; check in at the Museum Store when you arrive.

All proposals submitted by an organization or group must be submitted on the inquiring organization’s or group’s letterhead, and signed by an official with authorization to do so on behalf of the entity.

Proposals in this round must be submitted to our Executive Director by Friday, October 30th at noon to be considered; at which time the proposals also will be reviewed.

All equipment after the selection phase will be transferred to the ownership of the entity selected.

All Contractors and non-profit organizations involved with removing equipment from STM shall have in effect liability insurance in the amount of $1,000,000 with STM named as additional insured.

Coordination for moving of equipment and removal from property must be coordinated with STM as to not interfere with the museum operations.

Please include in your proposal:

1. Your intentions for equipment (preservation, scrapping and using parts for other projects, etc.)
2. Your expected time frame for preparation and moving of the bus(es)
3. A copy of your tax exempt form
4. For profits and transit hobbyists: Your proposed bid for the equipment you are interested in acquiring
5. Time frame of when you would be able to arrange for transport of the bus(es) from our property. If you need time to fundraise for transportation costs, please be transparent in your proposal with this information and an estimated timeline for when you anticipate raising the funds needed to move forward with the acquisition. Ideally, we would like to re-home all items by the end of 2020, so please let us know if you would like to request an alternate timeline.

Proposals missing information requested will not be considered in this round.

To submit your proposal, please email or mail your proposals to the attention of our Executive Director, Katie Orlando at director@trolleymuseum.org or Seashore Trolley Museum, PO Box A, Kennebunkport, ME 04046.

For questions about any of the items on our deaccession list, please contact our Museum Curator, Peter Osgood, at curator@trolleymuseum.org.

STM reserves the right to reject any and all proposals, and to enter into negotiations with any non-profit organization for any equipment listed on the deaccession list above.